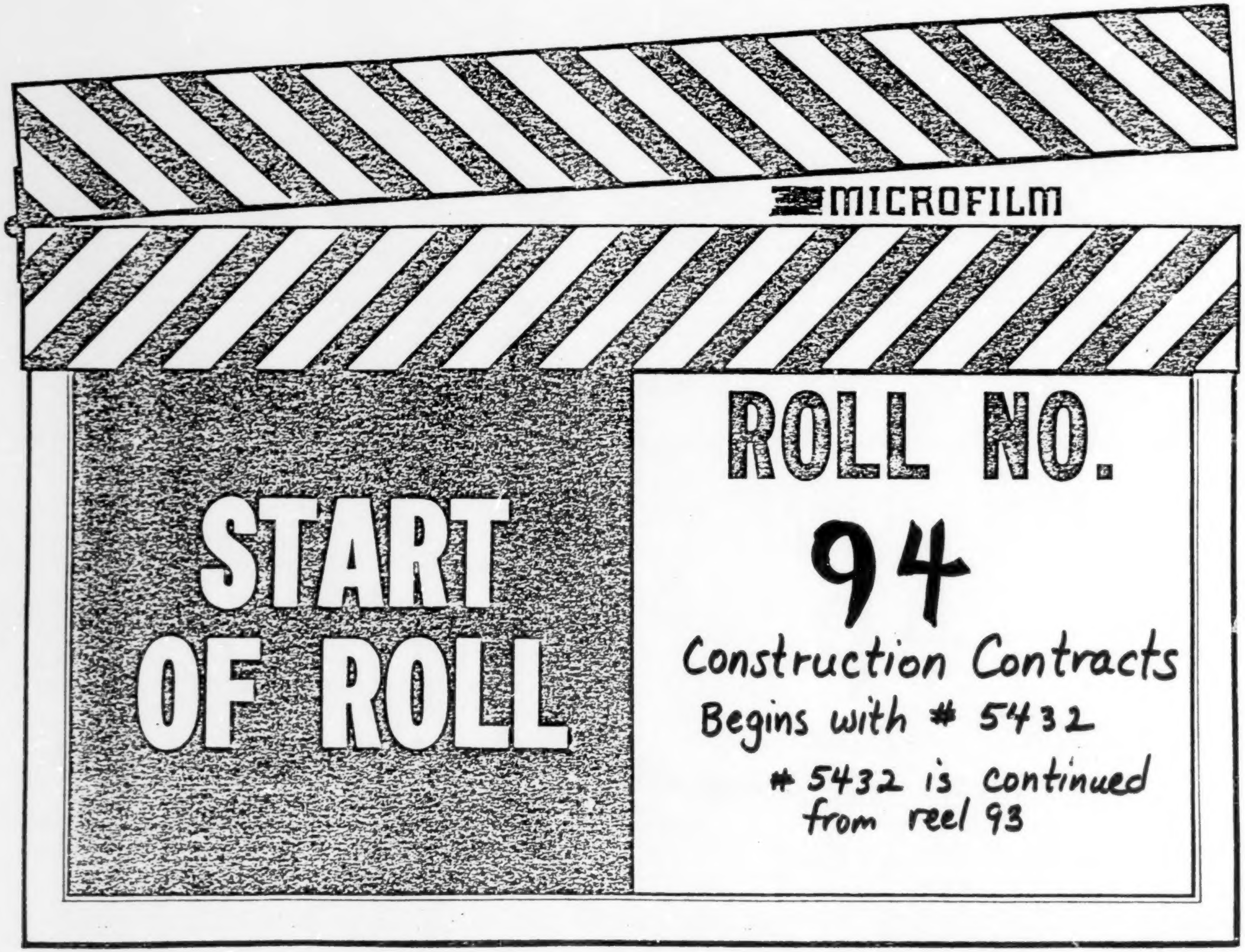

MICROFILM

START OF ROLL

ROLL NO.

94

Construction Contracts

Begins with # 5432

5432 is continued from reel 93

F-81(3) S. Unit, Lyle Gap-Madras 1959
Sec. of The Dalles-Calif.
#5432 Hwy.

C&A 2052 1-27-59
C&A 2049 1-21-59

Oregon State Highway Department

Federal Aid
Project No. F-81(3)

SOUTH UNIT, LYLE GAP-MADRAS SECTION OF THE THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 1, 1959

Type Code P.E.

Preliminary Engineering	All Required	$	$ 5,000.00

Type Code 5231
Roadway (Sta. 1184+62.90 Thru equa. 1314+65.32=5+85.78 to Sta. 1+79)
(Contract No. 5432)

Clearing and Grubbing	All Required	$	$ 5,000.00
Drainage Excavation, Unclassified	4,030 cu. yds.	2.00	8,060.00
General Excavation, Unclassified	153,000 cu. yds.	0.24	36,720.00
Short Overhaul	402,500 yd. sta.	0.0075	3,018.75
Long Overhaul	5,500 C-yd. sta.	0.40	2,200.00
Finishing Roadbed and Slopes	2.54 miles	5.00	1,270.00
Rounding Cutbanks	5,500 lin. ft.	0.15	825.00
12-inch Concrete Pipe	900 lin. ft.	2.10	1,890.00
18-inch Concrete Pipe	950 lin. ft.	4.00	3,800.00
24-inch Concrete Pipe	40 lin. ft.	6.00	240.00
30-inch Concrete Pipe	140 lin. ft.	9.00	1,260.00
36-inch Concrete Pipe	220 lin. ft.	11.00	2,420.00
78-inch Corrugated Metal Pipe	90 lin. ft.	50.00	4,500.00
18-inch Concrete Siphon Pipe	310 lin. ft.	4.50	1,395.00
Concrete End Basins	10 cu. yds.	100.00	1,000.00
8-inch Sewer Pipe	560 lin. ft.	1.60	896.00
12-inch Sewer Pipe	10 lin. ft.	2.60	26.00
18-inch Sewer Pipe	660 lin. ft.	4.00	2,640.00
24-inch Sewer Pipe	590 lin. ft.	5.20	3,068.00
36-inch Reinforced Sewer Pipe	920 lin. ft.	9.25	8,510.00
Salvage Culvert Pipe	500 lin. ft.	2.00	1,000.00
1½-inch Electrical Conduit	460 lin. ft.	1.75	805.00
Concrete Inlets, Type "D"	2 only	90.00	180.00
Concrete Inlets, Type "G"	6 only	75.00	450.00
Concrete Inlets, Type "G-2"	1 only	100.00	100.00
Concrete Manholes	4 only	300.00	1,200.00
Concrete Curbs	100 cu. yds.	52.00	5,200.00
9-inch Concrete Surfacing	110 sq. yds.	5.75	632.50
Metal Guard Rail	1,300 lin. ft.	2.75	3,575.00
Metal Sight Posts, Double Reflector	100 only	5.00	500.00
Type 1 Fence	550 rods	6.00	3,300.00
Coarse Crushed Material in Base	56,600 tons	1.65	93,390.00
3/4" - 0 Material in Base	8,000 tons	1.75	14,000.00
Sprinkling	1,380 M-gals.	2.50	3,450.00

Preparation of Base	2.54 miles	$200.00	$ 508.00
3/4" - 0 Material in Binder Course	800 cu. yds.	3.25	2,600.00
Furnishing and Placing Aggregates	4,070 cu. yds.	3.50	14,245.00
Red Cinder Aggregates	70 cu. yds.	6.00	420.00
RC-3 Asphalt	130 tons	45.00	5,850.00
120-150 Asphalt	320 tons	41.00	13,120.00
RS-1 Asphalt	90 tons	43.00	3,870.00
Extra for Oiling Approaches	30 only	20.00	600.00
			$257,734.25
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Signing	All Required		4,000.00
Seeding and Mulching	All Required		2,925.00
Work by Deschutes Valley Water District	All Required		425.00
Work by City of Madras	All Required		527.00
Work by Central Electric Coop.	All Required		370.00
Work by Pacific Telephone Co.	All Required		9,590.00
Pave Cattle Pass	All Required		100.00
A.C. Traffic Markers	All Required		600.00
	Subtotal		$277,271.25
	10% Engr. & Cont.		27,727.12
	Total		$304,998.37

Type Code K020
R-58 Canal Bridge (Sta. 1214+63.50 to Sta. 1215+14.50) (Contract No. 5432)

Furnish Treated Timber Piling	1,330 lin. ft.	$ 1.45	$ 1,928.50
Drive Piles	38 only	50.00	1,900.00
Class "A" Concrete	All Required		8,640.00
Metal Reinforcement	31,700 lbs.	0.135	4,279.50
8-inch Metal Drain Pipe	20 lin. ft.	4.20	84.00
	Subtotal		$ 16,832.00
	10% Engr. & Cont.		1,683.20
	Total		$ 18,515.20

Length of Roadway	2.539 Miles
Length of 1 Structure	0.010 Mile
Total Length	2.549 Miles
Cost of Roadway per Mile	$120,125.39

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,000.00	$ 2,000.00
Road	304,998.37	188,600.00	116,398.37
Structure	18,515.20	11,400.00	7,115.20
	$328,513.57	$203,000.00	$125,513.57

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

State Funds for Maint: Chap. 529, Laws 1939

SOUTH UNIT, LYLE GAP-MADRAS SECTION

PROJECT NO. F-81(3)

Estimated costs of work by the Deschutes Valley Water District.

Labor		$	425.00
	USE		425.00

Estimated costs of work by the City of Madras.

Labor		$	68.56
Equipment			50.00
Material			408.75
		$	527.31
	USE	$	527.00

Estimated costs of work by the Pacific Telephone and Telegraph Company.

Labor		$	5,092.00
Materials			2,741.00
Equipment			998.00
Overhead			1,323.00
Salvage Credit			564.00Cr.
		$	9,590.00
	USE	$	9,590.00

Estimated costs of work by Central Electric Cooperative.

Labor		$	150.00
Overhead			120.00
Materials			125.00
Salvage Credit			25.00Cr.
		$	370.00
	USE	$	370.00

Oregon State Highway Department

Federal Aid
Project No. F-81(3)

SOUTH UNIT, LYLE GAP-MADRAS SECTION OF THE THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 18, 1959

Type Code P.E.

Preliminary Engineering	All Required			$ 5,000.00

Type Code 5231
Roadway (Sta. 1184+62.90 thru equation 1314+65.32 = 5+85.78 to Sta. 1+79)

Clearing and Grubbing	All	Required		$ 5,000.00
Drainage Excavation, Unclassified	4,030	cu. yds.	$ 3.00	12,090.00
General Excavation, Unclassified	153,000	cu. yds.	.45	68,850.00
Short Overhaul	402,500	yd. stas.	.015	6,037.50
Long Overhaul	5,500	C-yd. stas.	.40	2,200.00
Finishing Roadbed and Slopes	2.54	miles	1,200.00	3,048.00
Rounding Cutbanks	5,500	lin. ft.	.20	1,100.00
12-inch Concrete Pipe	900	lin.ft.	2.50	2,250.00
18-inch Concrete Pipe	950	lin. ft.	4.50	4,275.00
24-inch Concrete Pipe	40	lin. ft.	6.00	240.00
30-inch Concrete Pipe	140	lin. ft.	8.50	1,190.00
36-inch Concrete Pipe	220	lin. ft.	10.00	2,200.00
78-inch Corrugated Metal Pipe	90	lin. ft.	46.00	4,140.00
18-inch Concrete Siphon Pipe	310	lin. ft.	7.50	2,325.00
Concrete End Basins	10	cu. yds.	75.00	750.00
8-inch Sewer Pipe	560	lin. ft.	2.00	1,120.00
12-inch Sewer Pipe	10	lin. ft.	2.50	25.00
18-inch Sewer Pipe	660	lin. ft.	3.75	2,475.00
24-inch Sewer Pipe	590	lin. ft.	5.25	3,097.50
36-inch Reinforced Sewer Pipe	920	lin. ft.	9.00	8,280.00
Salvage Culvert Pipe	500	lin. ft.	2.50	1,250.00
1½-inch Electrical Conduit	460	lin. ft.	1.75	805.00
Concrete Inlets, Type "D"	2	only	80.00	160.00
Concrete Inlets, Type "G"	6	only	85.00	510.00
Concrete Inlets, Type "G-2"	1	only	90.00	90.00
Concrete Manholes	4	only	275.00	1,100.00
Concrete Curbs	100	cu. yds.	50.00	5,000.00
9-inch Concrete Surfacing	110	sq. yds.	10.00	1,100.00
Metal Guard Rail	1,300	lin. ft.	3.00	3,900.00
Metal Sight Posts, Double Reflector	100	only	5.00	500.00
Type 1 Fence	550	rods	4.50	2,475.00
Coarse Crushed Material in Base	56,600	tons	1.80	101,880.00
3/4" - 0 Material in Base	8,000	tons	1.90	15,200.00
Sprinkling	1,380	M-gals.	3.00	4,140.00

Preparation of Base	2.54 miles	$200.00	$ 508.00
3/4" - 0 Material in Binder Course	800 cu. yds.	3.75	3,000.00
Furnishing and Placing Aggregates	4,070 cu. yds.	3.75	15,262.50
Red Cinder Aggregates	70 cu. yds.	7.50	525.00
RC-3 Asphalt	130 tons	45.00	5,850.00
120-150- Asphalt	320 tons	48.00	15,360.00
RS-1 Asphalt	90 tons	50.00	4,500.00
Extra for Oiling Approaches	30 only	25.00	750.00
			$314,558.50
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Signing	All Required		4,000.00
Seeding and Mulching	All Required		2,925.00
Work by Deschutes Valley Water District	All Required		500.00
Work by City of Madras	All Required		5,900.00
Work by Central Electric Coop	All Required		400.00
Work by Pacific Telephone Co.	All Required		6,000.00
Pave Cattle Pass	All Required		100.00
A.C. Traffic Markers	All Required		600.00
	Subtotal		$335,983.50
	10% Engr. & Cont.		33,598.35
	Total		$369,581.85

Type Code X020

M-58 Canal Bridge (Sta. 1214+63.50 to Sta. 1215+14.50)

Furnish Treated Timber Piling	1,330 lin. ft.	$ 1.50	$ 1,995.00
Drive Piles	38 only	65.00	2,470.00
Class "A" Concrete	All Required		9,350.00
Metal Reinforcement	31,700 lbs.	.14	4,438.00
8-inch Metal Drain Pipe	20 lin. ft.	5.00	100.00
	Subtotal		$18,353.00
	10% Engr. & Cont.		1,835.30
	Total		$20,188.30

Length of Roadway	2.539 Miles
Length of 1 Structure	0.010 Mile
Total Length	2.549 Miles
Cost of Roadway per Mile	$145,561.97

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,000.00	$ 2,000.00
Road	369,581.85	228,000.00	141,581.85
Structure	20,188.30	12,000.00	8,188.30
	$394,770.15	$243,000.00	$151,770.15

Oregon State Highway Department

Federal Aid
Project No. F-81(3)

SOUTH UNIT, LYLE GAP-MADRAS SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 2, 1959

Type Code P. E.

Preliminary Engineering	All Required		$ 5,000.00

Type Code 5231
Roadway (Sta. 1184+62.90 Thru Equa. 1314+65.32 = 5+35.78 to Sta. 1+79)

Clearing and Grubbing	All	Required	$	$ 5,000.00
Drainage Excavation, Unclassified	4,030	Cu. Yds.	3.00	12,090.00
General Excavation, Unclassified	153,000	Cu. Yds.	0.45	68,850.00
Short Overhaul	402,500	Yd. Sta.	0.015	6,037.50
Long Overhaul	5,500	C-Yd.St.	0.40	2,200.00
Finishing Roadbed and Slopes	2.54	Miles	1,200.00	3,048.00
Rounding Cutbanks	5,500	Lin. Ft.	0.20	1,100.00
12-Inch Concrete Pipe	900	Lin. Ft.	2.50	2,250.00
18-Inch Concrete Pipe	950	Lin. Ft.	4.50	4,275.00
24-Inch Concrete Pipe	40	Lin. Ft.	6.00	240.00
30-Inch Concrete Pipe	140	Lin. Ft.	8.50	1,190.00
36-Inch Concrete Pipe	220	Lin. Ft.	10.00	2,200.00
78-Inch Corrugated Metal Pipe	90	Lin. Ft.	46.00	4,140.00
18-Inch Concrete Siphon Pipe	310	Lin. Ft.	7.50	2,325.00
Concrete End Basins	10	Cu. Yds.	75.00	750.00
8-Inch Sewer Pipe	560	Lin. Ft.	2.00	1,120.00
12-Inch Sewer Pipe	10	Lin. Ft.	2.50	25.00
18-Inch Sewer Pipe	660	Lin. Ft.	3.75	2,475.00
24-Inch Sewer Pipe	590	Lin. Ft.	5.25	3,097.50
36-Inch Reinforced Sewer Pipe	920	Lin. Ft.	9.00	8,280.00
Salvage Culvert Pipe	500	Lin. Ft.	2.50	1,250.00
1½-Inch Electrical Conduit	460	Lin. Ft.	1.75	805.00
Concrete Inlets, Type "D"	2	Only	80.00	160.00
Concrete Inlets, Type "G"	6	Only	85.00	510.00
Concrete Inlets, Type "G-2"	1	Only	90.00	90.00
Concrete Manholes	4	Only	275.00	1,100.00
Concrete Curbs	100	Cu. Yds.	50.00	5,000.00
9-Inch Concrete Surfacing	110	Sq. Yds.	10.00	1,100.00
Metal Guard Rail	1,300	Lin. Ft.	3.00	3,900.00
Metal Sight Posts, Double Reflector	100	Only	5.00	500.00

Type 1 Fence	550	Rods	$ 4.50	$ 2,475.00
Course Crushed Material in Base	56,600	Tons	1.80	101,880.00
3/4" - 0 Material in Base	8,000	Tons	1.90	15,200.00
Sprinkling	1,380	M-Gals.	3.00	4,140.00
Preparation of Base	2.54	Mile	200.00	508.00
3/4" - 0 Material in Binder Course	800	Cu. Yds.	3.75	3,000.00
Furnishing and Placing Aggregates	4,070	Cu. Yds.	3.75	15,262.50
Red Cinder Aggregates	70	Cu. Yds.	7.50	525.00
RC-3 Asphalt	130	Tons	45.00	5,850.00
120-150 Asphalt	320	Tons	48.00	15,360.00
RS-1 Asphalt	90	Tons	50.00	4,500.00
Extra for Oiling Approaches	30	Only	25.00	750.00
				$314,558.50
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Signing (State Force)	All	Required		2,500.00
Seeding and Mulching	All	Required		2,925.00
Work by Deschutes Valley Water Dist.	All	Required		500.00
Work by City of Madras	All	Required		5,900.00
Work by Central Electric Coop.	All	Required		400.00
Work by Pacific Telephone	All	Required		23,000.00
Pave Cattle Pass	All	Required		100.00
Asphaltic Concrete Traffic Markers	All	Required		600.00
		Subtotal		$351,483.50
		10% Engr. & Cont.		35,148.35
		Total		$386,631.85

Type Code ID20
H-58 Canal Bridge (Sta. 1214+63.50 to Sta. 1215+14.50)

Furnish Treated Timber Piling	1,330	Lin. Ft.	$ 1.50	$ 1,995.00
Drive Piles	38	Only	65.00	2,470.00
Class "A" Concrete	All	Required		9,350.00
Metal Reinforcement	31,700	Lbs.	0.14	4,438.00
8-Inch Metal Drain Pipe	20	Lin. Ft.	5.00	100.00
		Subtotal		$ 18,353.00
		10% Engr. & Cont.		1,835.30
		Total		$ 20,188.30

Length of Roadway ————————	2.539 Miles
Length of 1 Structure ———————	0.010 Mile
Total Length —————————————	2.549 Miles
Cost of Roadway Per Mile ———	$152,277.21

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,000.00	$ 2,000.00
Roadway	386,631.85	239,000.00	147,631.85
Structure	20,188.30	12,000.00	8,188.30
	$411,820.15	$254,000.00	$157,820.15

Oregon State Highway Department

Federal Aid
Project No. F-81(3)

SOUTH UNIT, LYLE GAP-MADRAS SECTION OF THE

THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 4, 1959

Type Code P. E.

Preliminary Engineering	All	Required		$ 5,000.00

Type Code 5231
Roadway (Sta. 1184+62.90 thru equation 1314+65.32 = 5+85.78 to Sta. 1+79)

Clearing and Grubbing	All	Required		$ 5,000.00
Drainage Excavation, Unclassified	4,030	cu. yds.	$ 3.00	12,090.00
General Excavation, Unclassified	153,000	cu. yds.	.45	68,850.00
Short Overhaul	402,500	yd. stas.	.015	6,037.50
Long Overhaul	5,500	C-yd. stas.	.40	2,200.00
Finishing Roadbed and Slopes	2.54	miles	1,200.00	3,048.00
Rounding Cutbanks	5,500	lin. ft.	.20	1,100.00
12-inch Concrete Pipe	900	lin. ft.	2.50	2,250.00
18-inch Concrete Pipe	950	lin. ft.	4.50	4,275.00
24-inch Concrete Pipe	40	lin. ft.	6.00	240.00
30-inch Concrete Pipe	140	lin. ft.	8.50	1,190.00
36-inch Concrete Pipe	220	lin. ft.	10.00	2,200.00
78-inch Corrugated Metal Pipe	90	lin. ft.	46.00	4,140.00
18-inch Concrete Siphon Pipe	310	lin. ft.	7.50	2,325.00
Concrete End Basins	10	cu. yds.	75.00	750.00
8-inch Sewer Pipe	560	lin. ft.	2.00	1,120.00
12-inch Sewer Pipe	10	lin. ft.	2.50	25.00
18-inch Sewer Pipe	660.	lin. ft.	3.75	2,475.00
24-inch Sewer Pipe	590	lin. ft.	5.25	3,097.50
36-inch Reinforced Sewer Pipe	920	lin. ft.	9.00	8,280.00
Salvage Culvert Pipe	500	lin. ft.	2.50	1,250.00
1½-inch Electrical Conduit	460	lin. ft.	1.75	805.00
Concrete Inlets, Type "D"	2	only	80.00	160.00
Concrete Inlets, Type "G"	6	only	85.00	510.00
Concrete Inlets, Type "G-2"	1	only	90.00	90.00
Concrete Manholes	4	only	275.00	1,100.00
Concrete Curbs	100	cu. yds.	50.00	5,000.00
9-inch Concrete Surfacing	110	sq. yds.	10.00	1,100.00
Metal Guard Rail	1,300	lin. ft.	3.00	3,900.00
Metal Sight Posts, Double Reflector	100	only	5.00	500.00

Type 1 Fence	550	rods	$ 4.50	$ 2,475.00
Coarse Crushed Material in Base	56,600	tons	1.80	101,880.00
3/4" - 0 Material in Base	8,000	tons	1.90	15,200.00
Sprinkling	1,380	M-gals.	3.00	4,140.00
Preparation of Base	2.54	mile	200.00	508.00
3/4" - 0 Material in Binder Course	800	cu. yds.	3.75	3,000.00
Furnishing and Placing Aggregates	4,070	cu. yds.	3.75	15,262.50
Red Cinder Aggregates	70	cu. yds.	7.50	525.00
RC-3 Asphalt	130	tons	45.00	5,850.00
120-150 Asphalt	320	tons	48.00	15,360.00
RS-1 Asphalt	90	tons	50.00	4,500.00
Extra for Oiling Approaches	30	only	25.00	750.00
				$314,558.50
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Signing (S.F.)	All	Required		2,500.00
Seeding and Mulching	All	Required		2,925.00
Work by Deschutes Valley Water Dist.	All	Required		500.00
Work by City of Madras	All	Required		5,900.00
Work by Central Electric Coop	All	Required		400.00
Work by Pacific Telephone Co.	All	Required		6,000.00
Pave Cattle Pass	All	Required		100.00
A. C. Traffic Markers	All	Required		600.00
		Subtotal		$334,483.50
		10% Engr. & Cont.		33,448.35
		Total		$367,931.85

Type Code X020
M-58 Canal Bridge (Sta. 1214+63.50 to Sta. 1215+14.50)

Furnish Treated Timber Piling	1,330	lin. ft.	$ 1.50	$ 1,995.00
Drive Piles	38	only	65.00	2,470.00
Class "A" Concrete	All	Required		9,350.00
Metal Reinforcement	31,700	lbs.	.14	4,438.00
8-inch Metal Drain Pipe	20	lin. ft.	5.00	100.00
		Subtotal		$18,353.00
		10% Engr. & Cont.		1,835.30
		Total		$20,188.30

Length of Roadway	2.539 Miles
Length of 1 Structure	0.010 Mile
Total Length	2.549 Miles
Cost Roadway per Mile	$144,912.11

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,000.00	$ 2,000.00
Road	367,931.85	227,000.00	140,931.85
Structure	20,188.30	12,000.00	8,188.30
	$393,120.15	$242,000.00	$151,120.15

A

RECEIVED
APR 14 1959
FOR FILING
F-81(3)
5432

April 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the South Unit, Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County, Contract No. 5432, in connection with Federal Aid Project No. F-81(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

RECEIVED
APR 7 - 1959
FOR FILING

F-81(3)
5432

April 6, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 11, 1959, on Contract No. 5432, South Unit, Lyle Gap-Madras Section, in Jefferson County, in connection with Federal Aid Project No. F-81(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

RECEIVED
MAR 1959
FOR FILING
F81 (3)
5432

When replying, refer to:
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

March 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-81(3), South Unit, Lyle Gap-Madras Section of The Dalles-California Highway, we hereby concur as of this date in award of Contract No. 5432 to Fred H. Slate Co., Oregon Ltd., and E. C. Hall Co., of Portland, Oregon, low bidder in the amount of $278,741.25 at the March 3, 1959 bid opening.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

FILED
COOPER

RECEIVED
MAR 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 30 1959
FOR FILING

F-21(3)

5432

March 27, 1959

Fred H. Slate Co., Oregon Ltd., and
E. C. Hall Co.
7805 S. W. 40th Avenue
Portland 19, Oregon

Gentlemen:

The State Highway Commission on March 5, 1959 accepted your proposal for grading, oiling, and construction of bridge, scale pit and approaches on the South Unit, Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County for the sum of $274,741.25 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5432.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc.
Daily Journal of Commerce

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 27, 1959

Fred H. Slate Co., Oregon Ltd., and
E. C. Hall Co.
7805 S. W. 40th Avenue
Portland, Oregon

Contract for grading, oiling, and construction of bridge, scale pit and approaches on South Unit, Lyle Gap-Madras Section of The Dalles-California Highway, Jefferson County, for which you submitted low bid on March 3, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
MAR [illegible] 1959
FOR FILING

F-81(3)

5432

March 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are four copies each of a letter and estimate from the City of Madras in connection with adjustment of city water lines on the Lyle Gap-Madras Section of the The Dalles-California Highway in Jefferson County, Project No. F-81(3). Authorization to proceed with this work was given as of February 20, 1959.

Sketches are not included because the adjustments cover lowering in place the water lines shown on the plans.

Please return one copy of the enclosed letter and estimate noted to indicate approval of the completed agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

A

RECEIVED
MAR 30 1959
FOR FILING

F-81(3)

5432

March 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for the South Unit, Lyle Gap-Madras Section, The Dalles-California Highway in Jefferson County, Project F-81(3), to Fred H. Slate Co. and E. C. Hall Co. on the basis of the bid of $278,741.25 submitted on March 3, 1959.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

RLP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
MAR 18 1959
FOR FILING
F 81(3)
5438

March 17, 1959

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are four copies of estimate and sketches in connection with adjustment of the Deschutes Valley Water District facilities on the South Unit, Lyle Gap-Madras Section of the The Dalles-California Highway in Jefferson County, Project No. F-81(3).

This completes the agreement with the Water District. Please return one set of the estimate and sketch noted to show approval of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

RECEIVED
MAR 11 1959
FOR FILING

F-81(3)

5432

March 10, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are four copies of the estimate and three sets of construction plans on which revisions of the Pacific Telephone and Telegraph Company's lines have been shown on the South Unit, Lyle Gap-Madras Section of the The Dalles-California Highway in Jefferson County, Project No. F-81(3).

This completes the agreement between the State and the Company. Please return one copy of the estimate indicating upon it approval of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

RECEIVED
MAR 1959
FOR FILING

When replying, refer to
08-35.5

March 10, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-81(3), South Unit,
Lyle Gap-Madras Section of The Dalles-
California Highway

Dear Sir:

As requested in your letter of March 2, 1959, authorization is hereby granted, as of March 3, 1959 to proceed with the necessary adjustment of the Deschutes Valley Water District water lines, on the above project in accordance with the provisions of PPM-30-4.

Approval of the State-Utility agreement as submitted must be withheld pending submission of the required estimate and sketches to complete the agreement.

Very truly yours,

C. G. Polk
Division Engineer

orig to District

RECEIVED
MAR - 3 1959
FOR FILING

F 21

5482

March 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with adjustment of the Pacific Telephone and Telegraph Company's lines on the South Unit, Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County, Project No. F-81(3).

Authorization to proceed with this work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimates and sketches to complete the agreement will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

RECEIVED
MAR - 3 1959
FOR FILING

F 81(3)

5452

When replying, refer to:
08-35.5

March 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-81(3)
Lyle Gap-Madras Section of
The Dalles-California Hwy.
Power Line Adjustment

Dear Sir:

We are today approving the agreement as evidenced by the exchange of correspondence between the State and Central Electric Cooperative covering adjustment of their power line on the above project.

Authorization is hereby granted to proceed with the necessary adjustments in accordance with the provisions of PPM 30-4.

It is noted that the P. S. & E. plans do not show a power line crossing in the vicinity of Station 1266+50, however, Mr. Baker, of your office, verbally stated that he made a field inspection and the crossing actually exists, evidently constructed since the survey of the highway line was made.

Very truly yours,

C. G. Polk
Division Engineer

orig. to Project

R

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MAR - 3 1959
FOR FILING

F-81(3)

[illegible]

March 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with adjusting water lines of the Deschutes Valley Water District on the South Unit, Lyle Gap Madras Section of the The Dalles-California Highway in Jefferson County, Project No. F-81(3).

Authorization to proceed with the work as of this date on the basis of the proposed agreement, under the provisions of PPM 30-4, is requested.

Estimates and sketches to complete the agreement will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
FEB 27 1959
FOR FILING

[illegible]

February 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies each of the estimate and sketch in connection with the revision of Central Electric Cooperative facilities on the Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County, Project No. F-81(3).

This completes the agreement with the Central Electric Cooperative for work on this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.
DBP:cr

RECEIVED
FEB 26 1959

FOR FILING

F-81(3)

[illegible]

February 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with adjusting Central Electric Co-op. power lines on the South Unit, Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County, Project No. F-81(3).

Authorization to proceed with the power line revision on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimate and sketches will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBF:cr

FORM E-129 5M 10-58

RECEIVED
FEB [illegible] 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

February 24, 1959

Pacific Telephone and Telegraph Company
509 S. W. Oak
Portland 5, Oregon

Re: Pacific Telephone & Telegraph Company
Telephone Line Adjustments
S. Unit, Lyle Gap-Madras Section
The Dalles-California Highway
Jefferson County

Gentlemen:

Bids on the above titled project will be received on March 3, 1959, and certain of your facilities must be adjusted in order to accommodate the highway construction.

The work involved is as follows:

A line crossing the new highway near Station 1181 must be adjusted. The existing line is on private property under the terms of an easement recorded in Book 7, page 306.

A line crossing the new highway near Station 1190+50 may need adjustment. The existing line consists of a contact on a power pole which is on public road right of way.

A line crossing the new highway near Station 1228 must be adjusted. The existing line is on private property under the terms of an easement recorded in Book 7, page 305.

A line crossing the new highway near Station 1266 must be adjusted. The existing line consists of contacts on power poles which are on private property.

A line crossing the new highway near Station 1270 must be adjusted. The existing line consists of contacts on power poles which are on private property.

A line along the easterly side of the existing highway between Stations 1273 and 1300 must be relocated. The existing line is on private property under the terms of an easement recorded in Book 7, page 304.

A buried cable crossing the highway near Station 1306+50 may need adjustment due to installation of a storm sewer. The existing cable is on State highway right of way under the terms of Permit No. 3328, dated April 17, 1950.

As to the facilities which are located on State highway right of way it will be your obligation to make the necessary adjustments without compensation.

As to the facilities which are located on private property it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the adjustmentsunder Policy and Procedure Memorandum 30-4, issued by the Bureau of Public Roads under date of December 31, 1957, a copy of which was sent to you by Mr. W. C. Williams, State Highway Engineer, on February 5, 1958. In the event that any of the work for which the State is to make reimbursement is let to contract your special attention is called to paragraph 6 of PPM 30-4.

In order that we may comply with the Federal regulations, it is requested that you submit a sketch map or maps together with an estimate of the cost of the work in conformance with the requirements of PPM 30-4. These should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. The State will obtain authority to proceed with the necessary work and will notify you when such authority is obtained.

Further details may be secured from Mr. Ernest Scrivner, Prineville, who is resident engineer on the project.

Very truly yours,

J. W. DeSouza
Assistant Counsel

JWD:RN
cc: Mr. F. B. Klaboe
Mr. Forrest Cooper ✓
Mr. Dean Swift
Mr. Curtis Baker (4)
Mr. Ernest Scrivner
Mr. A. W. Bates
Mr. G. W. Ross

6

FORM E-129 5M 10-50

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
FEB [illegible] 1959
FOR FILING

February 24, 1959

Deschutes Valley Water District
Box 507
Madras, Oregon

Re: Deschutes Valley Water District
Water Line Adjustments
S. Unit, Lyle Gap-Madras Section
The Dalles-California Highway
Jefferson County

Gentlemen:

Bids on the above titled project will be received on March 3, 1959, and certain of your facilities must be adjusted in order to accommodate the highway construction.

The work involved is as follows:

> The placing of existing pipes in conduits beneath the highway at crossings located near Stations 1267, 1270 and 1282+50.

The crossings near Stations 1267 and 1270 are entirely on private property and the crossing near Station 1282+50 is approximately 50 percent on private property and 50 percent on State highway right of way under the terms of Permit No. 2491, dated July 14, 1947, so that it will be the obligation of the State Highway Commission to reimburse you for the cost of the adjustments of the pipes near Stations 1267 and 1270, and one-half of the cost of the adjustment of the pipe near Station 1282+50. The 8-inch concrete pipe conduit which will be placed to house your pipe lines will be placed by the State without cost to you.

The reimbursement to be made to you will be made under Policy and Procedure Memorandum 30-4, issued by the Bureau of Public Roads under date of December 31, 1957, a copy of which was sent to you by Mr. W. C. Williams, State Highway Engineer, on February 5, 1958. In the event that any of the work for which the State is to make reimbursement is let to contract your special attention is called to paragraph 6 of PPM 30-4.

In order that we may comply with the Federal regulations, it is requested that you submit a sketch map or maps together with an estimate of the cost of the work in conformance with the requirements of PPM 30-4. These should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. The State will obtain authority to proceed with the necessary work and will notify you when such authority is obtained.

Further details may be secured from Mr. Ernest Scrivner, Prineville, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. F. B. Klaboe
Mr. Forrest Cooper ✓
Mr. Dean Swift
Mr. Curtis Baker (4)
Mr. Ernest Scrivner
Mr. A. W. Bates
Mr. G. W. Ross

RECEIVED
FEB [illegible] 1959
FOR FILING

F-81(3) When replying, refer to:
08-35.5

February 24, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-81(3), South Unit, Lyle Gap-Madras Section. Adjustment of the City of Madras water mains.

Dear Sir:

As requested in your letter of February 17, 1959, you are hereby authorized to proceed with the necessary utility adjustments on the above project as of February 20, 1959, in accordance with the provisions of PPM 30-4.

Approval of the State-City agreement, as submitted, must be withheld until the required estimate and sketches are received to complete the agreement.

Very truly yours,

C. G. Polk
Division Engineer

orig to Project

RECEIVED
FEB 24 1959
FOR FILING

FORM 2-123 5M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

P

February 20, 1959

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Re: Pacific Power and Light Company
Power Line Adjustments
S. Unit, Lyle Gap-Madras Section
The Dalles-California Highway
Jefferson County

Gentlemen:

Bids on the above titled project will be received on March 3, 1959, and certain of your facilities must be adjusted in order to accommodate the highway construction.

These adjustments must be made to a line crossing the highway near Station 1284+50 and to a line along the easterly side of the Warm Springs Highway near the junction of the two highways.

These facilities are located on public road right of way so that it will be your obligation to make the necessary adjustments without reimbursement.

Further details may be secured from Mr. Ernest Scrivner, Prineville, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. F. B. Klaboe
Mr. Forrest Cooper ✓
Mr. Dean Swift
Mr. Ernest Scrivner
Mr. A. W. Bates
Mr. G. W. Ross

FORM E-123 5M 10-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

P

RECEIVED
FEB [illegible] 1959
FOR FILING

February 20, 1959

Central Electric Co-op
Box 846
Redmond, Oregon

Re: Central Electric Co-op
Power Line Adjustments
S. Unit, Lyle Gap-Madras
The Dalles-California Highway
Jefferson County

Gentlemen:

Bids on the above titled project will be received on March 3, 1959, and certain of your facilities must be adjusted.

Lines which cross the new highway near Stations 1165 and 1190+50 may require minor adjustments for clearance. Both lines are on public road right of way, so that if these adjustments are required it will be your obligation to do the work without reimbursement.

Lines which cross the new highway near Stations 1266 and 1270 must be adjusted. Both of these lines are on private property so that it will be the obligation of the State Highway Commission to reimburse you for the proper and reasonable costs of these adjustments under Policy and Procedure Memorandum 30-4, issued by the Bureau of Public Roads under date of December 31, 1957, a copy of which was sent to you by Mr. W. C. Williams, State Highway Engineer, on February 5, 1958. In the event that any of the work for which the State is to make reimbursement is let to contract your special attention is called to paragraph 6 of PPM 30-4.

In order that we may comply with the Federal regulations, it is requested that you submit a sketch map or maps together with an estimate of the cost of the work in conformance with the requirements of PPM 30-4. These should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. The State will obtain authority to proceed with the necessary work and will notify you when such authority is obtained.

Further details may be secured from Mr. Ernest Scrivner, Prineville, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. F. B. Klaboe
Mr. Forrest Cooper
Mr. Dean Swift
Mr. Ernest Scrivner, Mr. A. W. Bates & Mr. G. W. Ross

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FEB 20 1959
FOR FILING

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5452

February 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three conformed copies of agreement between the State and the City of Madras in connection with construction of the South Unit, Lyle Gap-Madras section of the The Dalles-California Highway, Project No. F-81(3).

Your approval of the agreement and authorization to proceed with revisions of the City of Madras water mains, under the provisions of PPM 30-4, on the basis of the agreement are requested.

Estimates and sketches covering the revisions will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

R

RECEIVED
FEB 16 1959
FOR FILING
OREGON DISTRICT F-81(3)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

5432 When replying, refer to
08-35.4

February 13, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-81(3)
South Unit, Lyle Gap-Madras Section
The Dalles-California Highway

Dear Sir:

We have today approved the P. S. and E. documents, subject project. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk

C. G. Polk,
Division Engineer

NOTED
S. H. PROBERT

FORREST COOPER

RECEIVED
FEB [illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 28 1959
FOR FILING

F-81(2)

5432

R

January 27, 1959

Jos. M. Palin, City Recorder
City Hall
Madras, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of a Throughway Agreement between the State Highway Commission and the City of Madras covering the S. Unit Lyle Gap-Madras Section of The Dalles-California Highway in the City of Madras.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

RECEIVED
JAN 29 1959
FOR FILING

F21(2)

2422

Salem, Oregon
January 27, 1959

MISC. CONTRACTS and
AGREEMENTS No. 2422

Throughway Agreement
S. Unit Lyle Gap-Madras Section
The Dalles-California Highway
City of Madras

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attached is a conformed copy of a throughway agreement with the City of Madras covering the S. Unit Lyle Gap-Madras Section of The Dalles-California Highway in the City of Madras.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Madras, Oregon.

Secretary

rn
Attach.

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1959

SUBJECT: Throughway Agreement
S. Unit Lyle Gap-Madras Section
The Dalles-California Highway
City of Madras

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the City and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on August 1, 1958.

C. G. Swenson
Engineer, County & City Relations

JDG:cg
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Jan 16, 1959

AUTHORIZED BY HIGHWAY COMMISSION
DATE 8-1-58 - Min Page 69
Floyd Query
Secretary

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1958

SUBJECT: Throughway agreements
South Unit, Lyle Gap-Madras Section
The Dalles-California Highway
Jefferson County
and
City of Madras

To: P. M. Stephenson
Assistant State Highway Engineer

OFFICE

Attached hereto, are six copies each of the above entitled throughway agreements as per your request of November 28, 1958.

We understand County and City Relations will furnish additional exhibit maps when available.

Leo V. Nuttman
LEO V. NUTTMAN
Staff Attorney

LVN:mmb
Att.
cc: L. I. Lindas

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DEC 9 1958
[illegible]
[illegible] ENGINEER

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JAN [illegible] 59
FOR FILING
F 81(2)
34[illegible]

January 21, 1959

County Court of Jefferson County
Court House
Madras, Oregon

Gentlemen:

We are enclosing for the records and files of Jefferson County a fully executed copy of a Throughway Agreement between the State Highway Commission and Jefferson County covering the S. Unit, Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

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JAN 23 1959
FOR FILING

F81(3)

8452

file

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
January 21, 1959

Throughway Agreement
S. Unit, Lyle Gap-Madras Section
The Dalles-California Highway
Jefferson County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a throughway agreement with Jefferson County covering the S. Unit, Lyle Gap-Madras section of The Dalles-California Highway in Jefferson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Jefferson County.

Secretary

FH
Attach: 1

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1959

SUBJECT: Throughway Agreement
S. Unit, Lyle Gap-Madras Section
The Dalles-California Highway
Jefferson County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of the subject named agreement. Two copies have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on 8/1/58 and 12/12/58.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Jan 14, 1959

AUTHORIZED BY HIGHWAY COMMISSION
7-31-58 min page 67
DATE 12-12-58 Min page 51
Floyd Query
Secretary

RECEIVED
NOV. 7 - 1958
FOR FILING

F-XI (2)

November 6, 1958

Oregon State Highway Commission

Gentlemen:

The survey has been completed on U897 from Lyle Gap to Madras. One of the projects on our Replacement Program is the grading and paving of a 3.02-mile section immediately north of Madras. It is contemplated that this project will be scheduled for construction within the next few months.

An opportunity was afforded the people of Madras for a hearing; however, they have notified us that they do not desire to hold a hearing.

The details of this survey are shown on the attached map. It is my recommendation that you approve the survey and grant authority for the acquisition of the necessary rights of way.

The matter will be on the agenda for your consideration at the December 11-12 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

FC:fn:ar

cc to: Mr. Tom Edwards
Mr. R. L. Porter

FORM E-30 25M 9-51 52919

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1958

SUBJECT: Survey Approval Map
Lyle Gap - Madras Unit
Willowdale-Madras Section of
The Dalles-California Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached hereto are eleven prints of the above survey approval map. This is presently on the January 13, 1959 schedule and we have been informed that no hearing will be required.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:ep

Attachments

NOTED
FORREST COOPER

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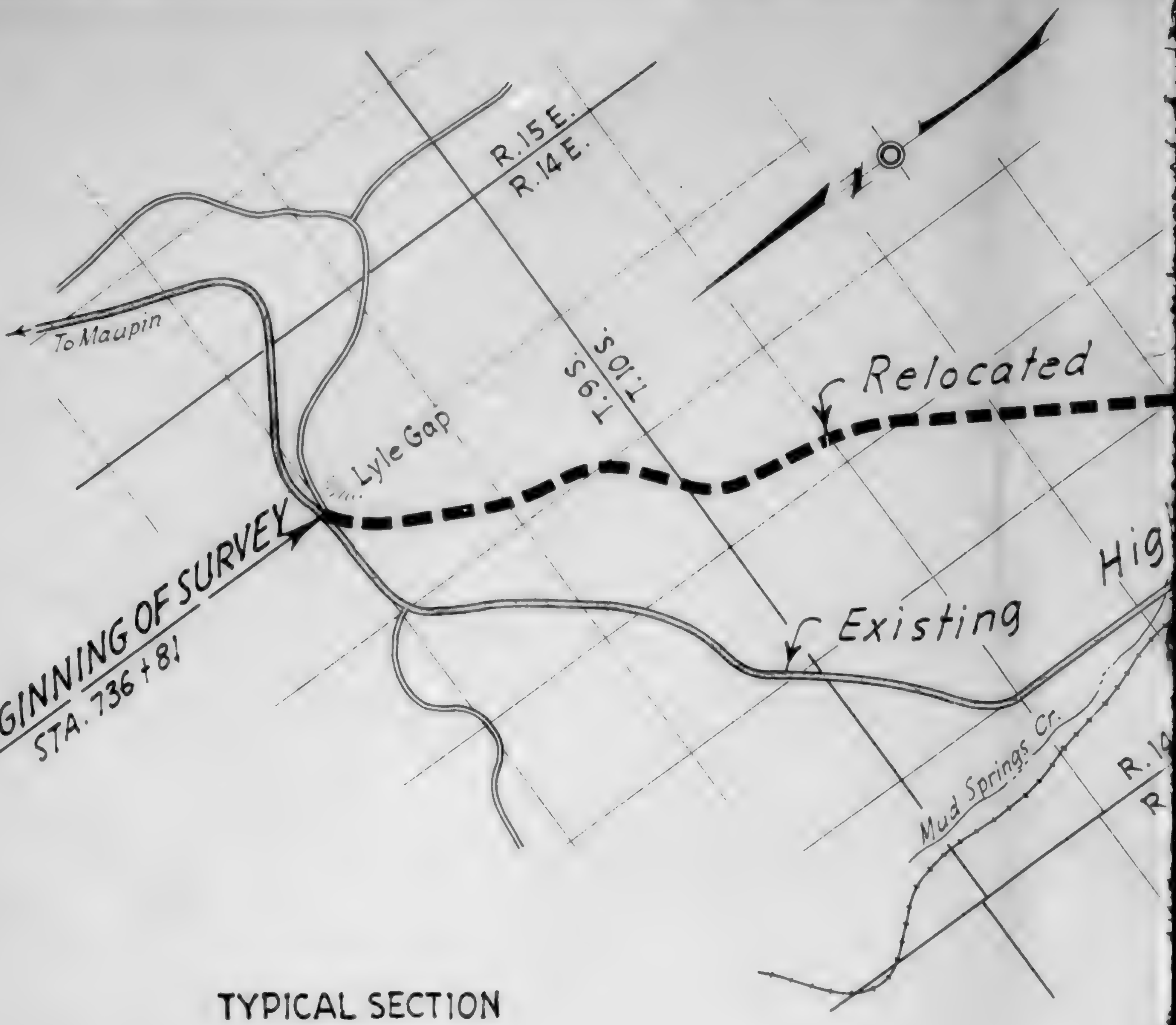
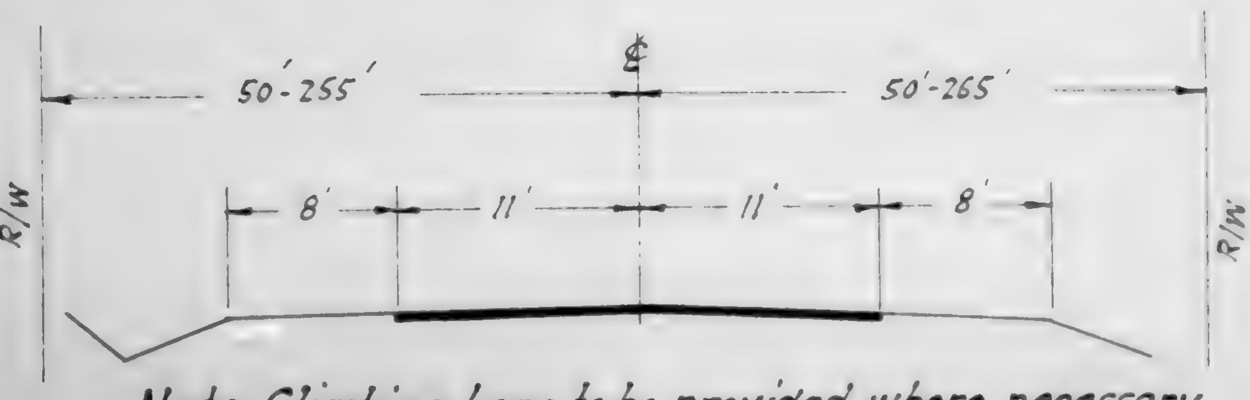
NOV - 5 1958
OFFICE OF
STATE HIGHWAY ENGINEER



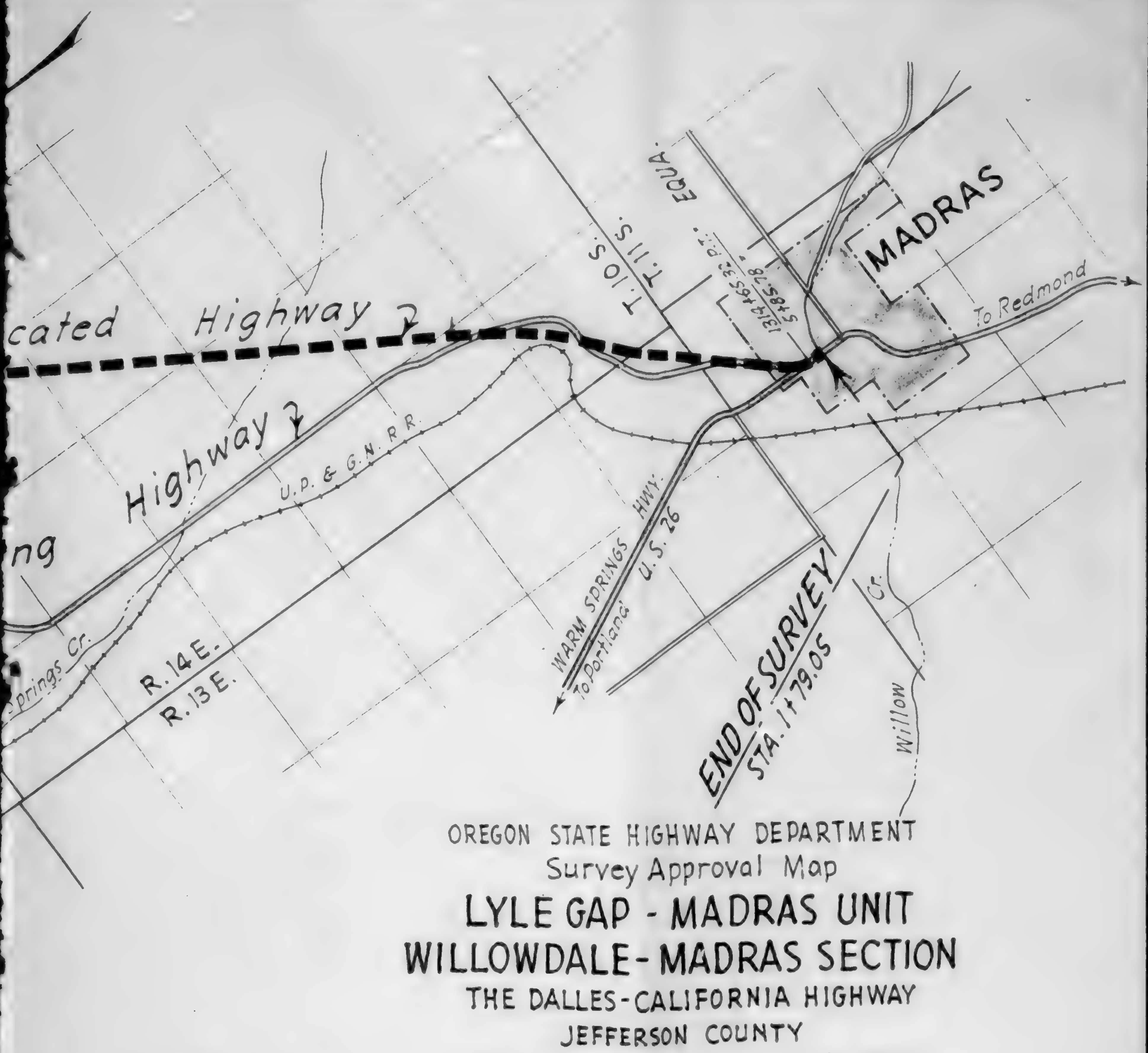
TYPICAL SECTION



Note: Climbing Lane to be provided where necessary

AP
DEPUTY ST
Date. 11.

1R-5-1052



OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

LYLE GAP - MADRAS UNIT
WILLOWDALE - MADRAS SECTION

THE DALLES - CALIFORNIA HIGHWAY
JEFFERSON COUNTY
Scale: 1" = 1 Mi. July, 1957
DRG. NO. 1R-5-1052

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 11-5-58

For details see Drg. No. 8B-5-29, 30 & 31, July, 1957

RECEIVED
OCT 31 1958
FOR FILING

Salem, Oregon
October 30, 1958

BPR authorization to proceed with
acquisition of rights of way

Mr. R. L. Porter
Right of Way Engineer
Office

As of October 24, 1958, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

So. Unit, Lyle Gap-Madras Section of The Dalles-California Highway in Jefferson County. Stations 1156 to 1311. Map No. 8B-5-31. Prefix 16-2502.

S. H. Probert
Office Engineer

SHP:cr

RECEIVED
SEP 15 1958
FOR FILING

F. 81(3)

51 [illegible]

31

7/31/58

August 7, 1958

Mr. Howard W. Turner, Secretary
Madras-Jefferson County Chamber of Commerce
Madras, Oregon

Dear Mr. Turner:

You headed a delegation that appeared before the State Highway Commission at its meeting on June 20, 1958, and asked the Commission to modernize US97 between Lyle Gap and Madras. The Commission gave you no answer at that time but stated that the group would be informed later when a decision had been reached.

This matter was again discussed by the Commission at its meeting on July 31. The Engineer at that time advised that the unimproved section is 11.16 miles in length and that the estimated cost to reconstruct it is $1,550,000. The Commission could not see its way clear to commit such a large sum of money for the improvement at that time. However, you will be pleased to know that the Commission did authorize an expenditure of $450,000 to improve a portion of the section northerly from Madras. The Commission is going to consider improvement of the remaining portion when a new program of work is adopted beyond the present five-year program.

I was instructed to inform you of the action taken.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:js

cc: Mrs. Hardwicke

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22nd, 1958

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

At the June 19-20 meeting of the Commission a group from Madras and the Central Oregon Chamber of Commerce appeared and requested improvement of the The Dalles-California Highway from Lyle Gap to Madras. The Commission ordered a report thereon.

Two units remain to be completed. The north unit, from Lyle Gap to Cherry Lane, is 8.14 miles in length. The cost, including right of way, will be $1,250,000. The south unit, from Cherry Lane to Madras, is 3.02 miles in length and will cost $450,000. This last unit has been placed in Program IV, which will be submitted to the Commission at this meeting.

Copy of Wolfe's report is attached and carries corrections made by myself.

Tom Edwards
Construction Engineer

TE:AR
Enc.

NOTED
FORREST COOPER

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OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 9-51 53215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1958

SUBJECT: Item 9
Summary of Unfinished Business
As of June 20, 1958
Oregon State Highway Commission

To:

Mr. Tom Edwards
Construction Engineer
Office

Pertaining to the request of Madras and other Central Oregon Chambers of Commerce for the completion of Highway 97 from the newly constructed section to a connection with Highway 26 at Madras, I attach the following report based upon the detailed location estimate. Current unit costs are from the Cost Analysis Section; right of way being only windshield variety.

Victor D. Wolfe
Victor D. Wolfe
Assistant Chief Locating Engineer

VDW:fp

Attachment

LOCATION ESTIMATE

LYLE GAP - MADRAS SECTION
THE DALLES-CALIFORNIA HIGHWAY
JEFFERSON COUNTY

NORTH UNIT: LENGTH - 8.14 Miles (Lyle Gap-Cherry Lane)

** Grading and Oiling	$1,218,500	(Based on 0-11 Oil Mat)
* Right of Way	120,000	(Based on $500/Ac. & 240' Average Width)
Estimated Construction Cost	$1,338,500	

Est $1,130,000 Const
120,000 R/W
1,250,000 Edwards

SOUTH UNIT: LENGTH - 3.02 Miles (Cherry Lane-Madras)

** Grading and Paving	$491,500	(Based on 3½" A.C.) — Use 0-11
* Right of Way	40,000	(Based on $500/Ac. & 220' Average Width)
Estimated Construction Cost	$531,500	

Est 410,000 Const
40,000 R/W
450,000. Edw

TOTAL LENGTH LYLE GAP-MADRAS SECTION - 11.16 Miles

Grading and Wearing Surface	$1,710,000
Right of way	160,000
Estimated Construction Cost	$1,870,000

* R/W Costs are windshield bases only - not to be construed as the exact cost.

** Unit Costs obtained from Cost Analysis and are current.

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FOR FILING

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5432

July 22, 1958

Oregon State Highway Commission

Gentlemen:

At the June 19-20 meeting of the Highway Commission a group representing the Madras and Central Oregon Chambers of Commerce appeared before you requesting improvement of The Dalles-California Highway between Lyle Gap and Madras. You instructed me to investigate this and give you a report and recommendation.

There is no doubt that this project is needed. This section of highway was built to somewhat inadequate standards in the early twenties and has not been improved since that time. The remaining unimproved section is 11.16 miles in length, and the estimated cost of improvement is $1,550,000. With this section completed, The Dalles-California Highway would be rebuilt from the Sherman Highway junction for practically the entire distance southerly to the California border.

The five-year program carries an amount of $550,000 for a portion of the work lying immediately north of Madras, which work should be accomplished as soon as possible during the five-year program; however, this section is more or less in competition for funds with that section of the Sherman Highway roughly referred to as the South Unit, Grass Valley-Kent Section. In our so-called Replacement Program (replacement for funds allocated under the Crash Program), we are proposing a sum of $450,000 to be spent either northerly from Madras or on the Grass Valley-Kent Section. The decision as to where to do the necessary work is a difficult one, as the roads are roughly comparable, except for one factor. The traffic northerly of Madras is some two or three times the traffic northerly from Kent, the average daily traffic being as follows: M.P. 39.04 (on the Sherman Highway) 700; M.P. 89.3 (4.93 miles north of Madras) 1,400; M.P. 94.26 (north limits of Madras) 2,200. On this basis, it would appear that the section northerly from Madras should have precedence.

It would be my recommendation that, these people be told that consideration will be given to financing part of the improvement in the immediate future and that the remaining section will be considered when a new program of work beyond our present five-year program is adopted. Should the Commission determine that the $450,000 in our suggested replacement program be used northerly from Madras, a more definite statement could be made to the petitioners.

This matter will be on the agenda for your consideration at the meeting July 31-August 1.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

FC:me fn

RECEIVED
JUL 7 - 1958
FOR FILING

[illegible]

[illegible]

R

July 7, 1958

Oregon State Highway Commission

Gentlemen:

At your meeting on June 20, a delegation appeared from the Central Oregon Chamber of Commerce requesting completion of Highway US97 between Lyle Gap and Madras. This highway has been improved from Cow Canyon southerly to Lyle Gap. The section to which they refer is 11.2 miles in length. The estimated cost of reconstruction is $1,590,000.

There is no doubt that improvements are justified. The road was constructed in the early twenties to standards acceptable at that time but subsequently has been given many halfsoles of the oil mat variety. It is inadequate for the traffic that it has to carry. Our tentative five-year program contains an item of $550,000 for the reconstruction of part of this section and additional funds should be considered in the future for completing this link. This unit is, of course, in competition with other sections such as the sections north and south of Kent in Sherman County. It would appear that some funds would be available under our so-called replacement program and the Commission could give consideration to a choice of the project in either Wasco or Sherman Counties.

The matter will be on the agenda for your consideration at the July 31-August 1 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. S. H. Probert
Mr. C. H. Maison

FC:fn hi

June 19, 1958

Mrs. Hardwick, Secretary
Central Oregon Motel Association
Redmond Motor Haven
Redmond, Oregon

Dear Mrs. Hardwick:

This will acknowledge your recent letter informing us that your association requests an immediate improvement of the twelve mile section of U. S. 97 north of Madras.

We will forward photocopies of your letter to the members of the Highway Commission and to the State Highway Engineer for their information.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

CWH:mc

cc: Commissioners
W. C. Williams

Central Oregon Motel Association
BEND • REDMOND • MADRAS

State Highway Dept.

Dear Sirs:

The Central Oregon Motel Association hereby requests immediate improvement of the 12 mile section of U.S. 97 North of Madras which has had no substantial work done on it since it was built. The construction date was April 1924 according to Mr. Bates in charge of the local maintainence crew.

This is unquestionably the worst section of highway 97 and is hurting tourist travel in our area.

We feel that this is urgent and would benefit both tourists and residents alike.

May we have a reply as to your plans regarding this Matter?

Thanking you in Advance

Mrs. Hardwick sec.
Central Oregon Motel Association

RECEIVED
JUN 18 195
OREGON
STATE HIGHWAY COMMISSION

June 5, 1958

Madras-Jefferson County Chamber of Commerce
Madras
Oregon

Attention: Mr. Howard W. Turner
Secretary

Gentlemen:

This is to acknowledge your letter of June 2 in which you request an appearance before the Highway Commission concerning completion of Highway 97 from the newly constructed section to a connection with Highway 26, south of Madras.

The next Highway Commission meeting will be held in the Pompetian Room of the Congress Hotel in Portland, on June 19 and 20. Delegations will be heard on June 20 and fifteen minutes of time has been allotted to your group, beginning at 10:00 a.m., June 20.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

CC:
Commissioners
Mr. W. C. Williams

FAQ:fp

FORM E-123X 12,800 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 18 1958
FOR FILING

10:00 a.m. R
delegation

REFERRED TO
Cooper
By State Highway Engineer

June 5, 1958

Madras-Jefferson County Chamber of Commerce
Madras
Oregon

Attention: Mr. Howard W. Turner
Secretary

Gentlemen:

This is to acknowledge your letter of June 2 in which you request an appearance before the Highway Commission concerning completion of Highway 97 from the newly constructed section to a connection with highway 26, south of Madras.

The next Highway Commission meeting will be held in the Pompeiian Room of the Congress Hotel in Portland, on June 19 and 20. Delegations will be heard on June 20 and fifteen minutes of time has been allotted to your group, beginning at 10:00 a.m., June 20.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By Floyd Query
Floyd Query, Assistant Secretary

CC:
Commissioners
✓ Mr. W. C. Williams

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Section is approximately 1[illegible] miles in length.
Estimated cost of reconstruction - $1,5[illegible].

Items:	Grade - - - - - - - - - - - -	$585,[illegible]
	Pave- - - - - - - - - - - - -	766,[illegible]
	Structures & Miscellaneous-	[illegible]5,[illegible]
	Right of way- - - - - - - - -	134,3[illegible]

F.D.

agenda 6/19

MADRAS
CHAMBER OF COMMERCE
THE GREEN SPOT OF CENTRAL OREGON

Madras, Oregon, June 2nd.,1958.

AGENDA
JUN 20 1958
D
10:00 AM Del

Mr. H.B.Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

My Dear Sir:-

Following a suggestion, we would like to see if it would be possible for the Madras Chamber of Commerce, along with the Central Oregon Chamber to secure a date for a hearing at the June 19-20 meeting of the Commission.

We would like to present our application for funds to carry on another contract from the recently completed section of Highway # 97 south to Madras to connect with highway # 26.

We feel that in view of the amount of work that has been done to the north of us that this seems to be one of the closing links on this highway # 97, which would facilitate the flow of traffic and do away with a very dangerous point just north of Madras.

Awaiting your pleasure. I am,

Yours truly,

Madras-Jefferson County Chamber of Commerce,

By, Howard W. Turner
Sec.

HWT.T.

JUNE 20, 1958
10:00 AM

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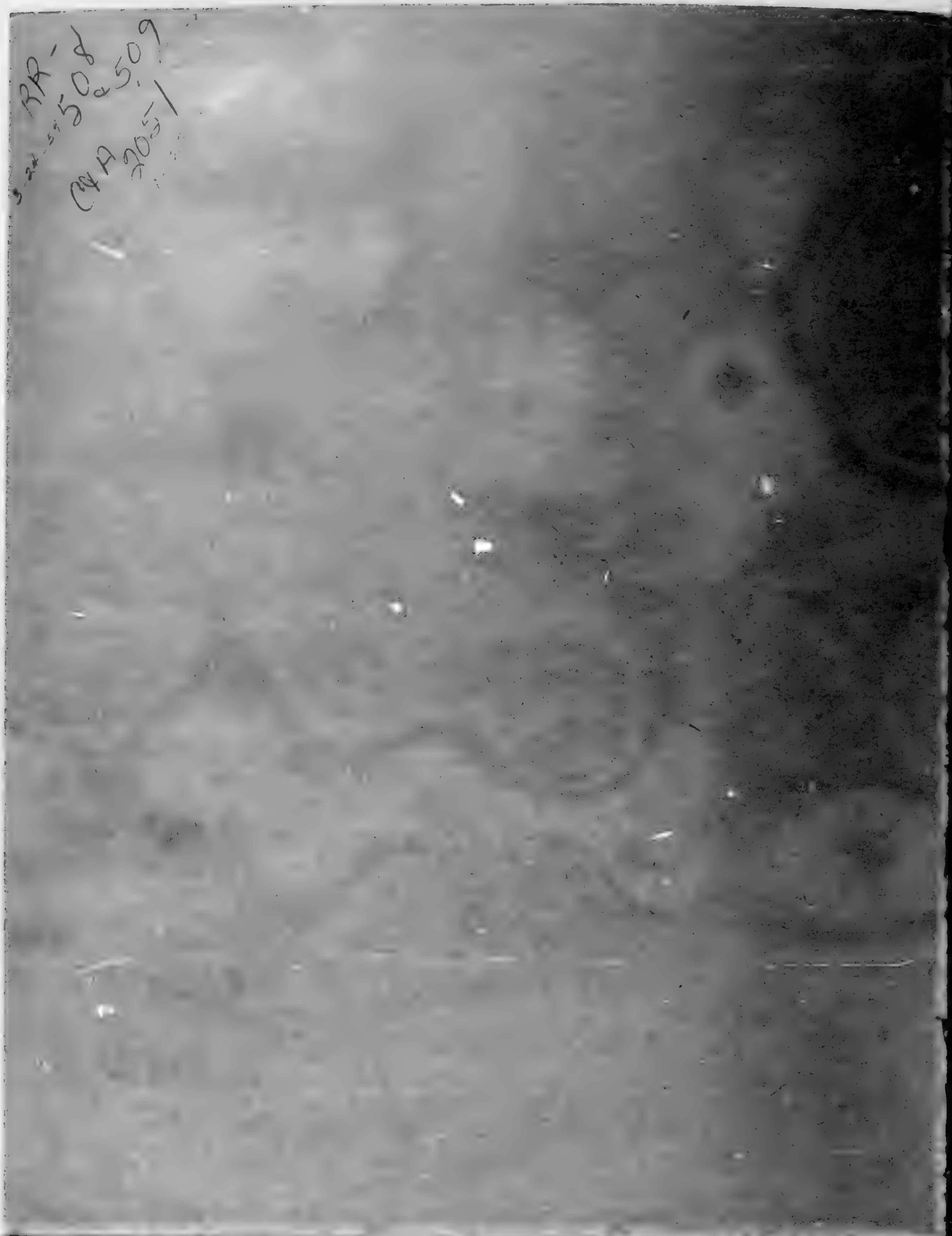
JUN 3 1958
OREGON
STATE HIGHWAY COMMISSION

Try Madras for your New Location: 50,000 Acres of New Irrigated Farm Land - We don't Brag About Climate - We have it

D

F-27(8) Goble Sec., Columbia River 1959
Hwy.
#5433



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RR-508 & 509

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FOR FILING

W. C. WILLIAMS

E-27 (8)

5433

January 27, 1961

Goble Section
Contract No. 5433

FINAL COST ANALYSIS

Grading and Paving
Contractor: Erland & Blickle Co.
Resident Engineer: E.J. Hall

Columbia River Highway
Prefix: 5-1044-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	1	Lump,	18,400.00	3,824.91	3,824.91	18,400.00
Drainage Excavation	381.4	Cu.Yd.	3.00	2.87	1,095.05	1,144.20
General Excavation	134,266.4	Cu.Yd.	1.20	1.51	202,874.06	161,119.68
Short Overhaul	464,581.6	Yd.Sta.	0.006	0.0068	3,155.19	2,787.49
Long Overhaul	4,234.4	C-Yd.Sta.	0.40	0.60	2,549.70	1,693.76
Finish R.B. & Slopes	1.35	Mile	600.00	626.89	846.30	810.00
12" Corr.Metal Pipe	48	Lin.Ft.	3.50	3.14	150.79	158.40
18" Corr.Metal Pipe	544	Lin.Ft.	4.50	3.96	2,156.46	2,448.00
48" Corr.Metal Pipe	130	Lin.Ft.	22.00	19.13	2,486.67	2,860.00
18" Concrete Pipe	3	Lin.Ft.	4.50	4.14	12.44	13.50
6" Mtl.Dr.Pipe, Unctd.	80	Lin.Ft.	1.60	1.30	104.01	128.00
Concrete Manhole	1	Only	500.00	388.40	388.40	500.00
Metal Guardrail	7,248	Lin.Ft.	2.40	2.40	17,395.20	17,395.20
Metal Sight Posts, Dbl.Reflec.	75	Only	5.00	4.74	355.68	375.00
Coarse Cr.Mat'l in Base	12,461.06	Ton	2.00	2.00	24,922.12	24,922.12
3/4"-0 Material in Base	5,017.83	Ton	2.25	2.25	11,290.12	11,290.12
Sprinkling	969.5	M-Gal.	2.50	2.50	2,423.79	2,423.75
Preparation of Base	1.35	Mile	300.00	300.00	405.00	405.00
3/4"-0 Mat'l in Binder Crse.	277	Cu.Yd.	3.50	3.50	969.50	969.50
Furnish & Place Aggregates	351	Cu.Yd.	4.00	4.00	1,404.00	1,404.00
RC-3 Asphalt	18.29	Ton	45.00	45.00	823.05	823.05
120-150 Asphalt	22.91	Ton	45.00	45.00	1,030.95	1,030.95

FINAL COST ANALYSIS - Con t No. 5433
Goble Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
RS-1 Asphalt	7.08	Ton	48.00	48.00	339.84	339.84
Cl. B Asphaltic Concrete	5,243.34	Ton	6.65	6.65	34,868.21	34,868.21
Extra for Asph. Conc. Appr.	7	Only	30.00	30.00	210.00	210.00
Remove old Bridge & Provide for Traffic	1	Lump Sum	3,300.00	3,300.00	3,300.00	3,300.00
Furnish Treated Timber Piling	3,575.	Lin. Ft.	1.00	1.00	3,575.00	3,575.00
Drive Piles	65	Only	38.00	38.00	2,470.00	2,470.00
Class A Concrete	230	Cu. Yd.	70.00	70.00	16,100.00	16,100.00
Metal Reinforcement	68,300	Lb.	0.135	0.135	9,220.50	9,220.50
Treated Timber in Place	3.43	M-FBM	300.00	300.00	1,029.00	1,029.00
8" Metal Drain Pipe	12	Lin. Ft.	4.00	4.00	48.00	48.00
200-300 Asphalt	17.05	Ton	45.00	45.00	767.25	767.25
Cement Adj. Favor Contractor	6.09	Bbl.	4.63	4.63	28.20	28.20
Rental S.F.O. No. 284					1,103.00	1,103.00
PA#1 Flagging					8,044.46	8,044.46
PA#2 Water Pipe in Conduit					125.00	133.73
PA#3 Signing					427.00	568.86
					$362,498.11	$332,701.77

Total Cost	$ 362,498.11
Gross Revenue	332,701.77
Net Loss	$ 29,796.34

Net Loss equals 8.96% of Gross Revenue

DETAIL OF COST - Contract No. 5433

Labor:			
Labor, Supervision		$ 7,435.00	
Labor, General		89,660.50	
Labor, Insurance		8,159.91	
Health and Welfare		2,855.70	
Pension		2,855.70	$ 110.966.81
Equipment Rental & Miscellaneous Supplies:			
Equipment Rental		86,583.28	
Gas, Oil and Grease		9,660.86	
Bond		1,530.81	
Bond R.R.		1,171.38	
Drill Steel and Bits		2,810.15	
Explosives		9,431.69	
P.L. and P.D. Insurance		1,786.55	
Move In		1,400.00	
Rent (Western Union)		1,103.00	
Materials abd Miscellaneous		405.00	115,882.72
Subcontractors:			
J.C. Compton		33,727.65	
J.C. Denton & Son		17,395.20	
General Construction Co.		35,770.70	
C.C. Meisal		45,170.80	132,064.35
Materials:			
12" C.M.P.	48 Lin. Ft. @ $2.01	96.48	
18" C.M.P.	559 Lin. Ft. @ $2.81	1,570.79	
48" C.M.P.	135 Lin. Ft. @ $11.68	1,576.80	
18" Concrete Pipe	3 Lin. Ft. @ $2.05	6.15	
6" Metal Drain Pipe	83 Lin. Ft. @ $0.76	64.01	
Metal Sight Posts	75 Lin. Ft. @ $3.60	270.00	3,584.23
		TOTAL COST	$ 362,498.11

Remarks - Contract No. 5433

This was a "Federal Aid Primary Project" and was to be conducted in accordance with Federal regulations applying to that class of project, calling for construction of one reinforced concrete bridge over Goble Creek; construction of 1.35 miles of main highway roadbed, involving approximately 114,600 cubic yards of roadbed excavation; construction of stone base and shoulders, involving approximately 18,900 tons of crushed materials; construction of approximately 5,000 tons of asphaltic concrete pavement; and construction of type 0-11 modified oil mat wearing surface on highway shoulders.

The south end of the project was at Station 274+00 which station is approximately 0.4 miles south of the post office at Goble. The north end of the project was at Station 367+97.10 which station is approximately 0.6 mile north of the bridge over Goble Creek. The overall length of the project was 1.37 miles.

Bid was opened March 3, 1959, awarded April 1, 1959 and the contractor started work April 7, 1959. Work progress was constant but the proximity of the old highway and railroad facilities caused considerable delay and traffic was a problem. Four flagmen were required much of the time. Project was completed June 27, 1960.

Equipment used on project: 3-yd. shovel, two DW21's, one Letourneau rocker, D9 with dozer, three D8's with dozers, mod. 12 blade, 3/4-yd. dragline, 315 c.f.m. compressor, 600 c.f.m. compressor, 2-1/2" drill, wagon drill, jackhammer, water wagon, grid roller, complete crushing plant, paving plant, Barbur-Greene paver, two rollers, seven dump trucks and miscellaneous flatbeds and pickups.

Equipment was in good condition and the supervision excellent, but the traffic problem caused considerable delay and the presence of the old highway restricted the shooting and some reshooting was necessary, all of which contributed to the loss incurred.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

[illegible] 5433 1-23-61

RECEIVED
JAN 30 1961
FOR FILING

7-84

Monthly transaction number	F PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County **Columbia**
Project report number		Project number **F-27(8)**

F-27(8) 9

5433

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **May 19**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project	$ **365,127**
Revised Federal funds	$ **222,199**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **23** day of **January**, 19**61**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **XX** **C. G. Polk**
Division Engineer

By:
R. C. Wright
Administrative Manager

USComm-DC 11170

January 19, 1961

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Goble Section, Project No. F-27(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RWC:jo

Contract 5433 5-19-59

RECEIVED
MAY 20 1959
FOR FILING

Monthly Transaction No. 5-64

Project Report No. 6

F 27(8)

5433

For 2
(9-1 -57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

te **Oregon**

County **Columbia**

Project No. **F-27(8)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Coble Section (East end F-173(4) to west end F-27(7) on U.S. 30

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	2-13-59	1.4
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 340,873	$ 210,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

Deputy **State Highway Engineer**
(title)

By ____________________

(title)

By ____________________

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

Date executed by Division Engineer **May 19, 1959**

USComm-DC 40257

May 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Goble Section, Project No. F-27(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:gh

FORM E-123-X 37.5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are four copies of Pacific Power & Light Company's estimate and three sketches in connection with adjusting the company's power lines on the Goble Section of the Columbia River Highway in Columbia County, Project No. F-27(8).

This completes the agreement with the Company for power line adjustment. Authorization to proceed with the work was approved in your letter of February 27, 1959.

Please return one copy of the estimate to the Office Engineering Division, noted to show approval of the completed agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Goble Section, Project No. F-27(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:gh

Oregon State Highway Department

Federal Aid
Project No. F-27(8)

GOBLE SECTION OF THE COLUMBIA RIVER
HIGHWAY IN COLUMBIA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 30, 1959

Type Code 6201
Roadway (Sta. 274+00 thru equa. 279+98.15=301+48.09 to Sta. 367+97.10)
(Contract No. 5433)

Clearing and Grubbing	All	Required	$	$ 18,400.00
Drainage Excavation, Unclassified	410	cu. yds.	3.00	1,230.00
General Excavation, Unclassified	114,600	cu. yds.	1.20	137,520.00
Short Overhaul	383,000	yd. sta.	0.006	2,298.00
Long Overhaul	4,200	C-yd.sta.	0.40	1,680.00
Finishing Roadbed and Slopes	1.35	mile	600.00	810.00
12-inch Corrugated Metal Pipe	50	lin. ft.	3.30	165.00
18-inch Corrugated Metal Pipe	520	lin. ft.	4.50	2,340.00
48-inch Corrugated Metal Pipe	140	lin. ft.	22.00	3,080.00
18-inch Concrete Pipe	6	lin. ft.	4.50	27.00
6-inch Metal Drain Pipe	90	lin. ft.	1.60	144.00
Concrete Manholes	1	only	500.00	500.00
Metal Guard Rail	6,700	lin. ft.	2.40	16,080.00
Metal Sight Posts, Double Reflector	30	only	5.00	150.00
Coarse Crushed Material in Base	12,300	tons	2.00	24,600.00
3/4" - 0 Material in Base	6,600	tons	2.25	14,850.00
Sprinkling	430	M-gal.	2.50	1,075.00
Preparation of Base	1.35	mile	300.00	405.00
3/4" - 0 Material in Binder Course	250	cu. yds.	3.50	875.00
Furnishing and Placing Aggregates	370	cu. yds.	4.00	1,480.00
RC-3 Asphalt	40	tons	45.00	1,800.00
120-150 Asphalt	30	tons	45.00	1,350.00
RS-1 Asphalt	10	tons	48.00	480.00
Class "B" Asphaltic Concrete	5,000	tons	6.65	33,250.00
Extra for Asphaltic Concrete Approaches	10	only	30.00	300.00
				$264,889.00
Signing	All	Required		2,000.00
Flagging (57½% of Contractor's Cost)	All	Required		4,000.00
Seeding and Mulching	All	Required		1,800.00
Work by Pacific Power and Light Co.	All	Required		930.00
	Subtotal			$273,619.00
	10% Engr. & Cont.			27,361.90
		Total		$300,980.90

Type Code X021
Goble Creek Bridge (Sta. 332+95 to Sta. 334+15)(Contract No. 5433)

Remove Old Bridge and Provide for Traffic	All	Required	$	$ 3,300.00
Furnish Treated Timber Piling	3,575	lin. ft.	1.00	3,575.00
Drive Piles	65	only	38.00	2,470.00
Class "A" Concrete	230	cu. yds.	70.00	16,100.00

Metal Reinforcement	68,300 lbs.	$0.135	$ 9,220.50
Treated Timber in Place	4 M-fbm	300.00	1,200.00
6-inch Metal Drain Pipe	100 lin. ft.	4.00	400.00
	Subtotal		$ 36,265.50
	10% Engr. & Cont.		3,626.55
	Total		$ 39,892.05

Length of Roadway - - - - - 1.348 Miles
Length of 1 Structure - - - 0.023 Mile
Total Length- - - - - - - - 1.371 Miles
Cost of Roadway Per Mile- - $223,279.59

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$300,980.90	$186,000.00	$114,980.90
Structure	39,892.05	24,000.00	15,892.05
	$340,872.95	$210,000.00	$130,872.95

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

COBLE SECTION

PROJECT NO. F-27(8)

Estimated cost of work by the Pacific Power and Light Company.

Labor	$474.00
Material	228.45
Equipment	47.40
Overhead	263.89
Salvage Credit	75.70 Cr.
	$938.04
USE	$930.00

Oregon State Highway Department

Federal Aid
Project No. F-27(8)

GOBLE SECTION OF THE COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications.Not as a basis for project agreement.)

Salem, Oregon, February 3, 1959

Type Code 6201
Roadway (Sta. 274+00 thru Equa. 279+98.15 = 301+48.09 to Sta. 367+97.10)

Clearing and Grubbing	All	Required	$	$ 20,000.00
Drainage Excavation, Unclassified	410	Cu. Yds.	3.00	1,230.00
General Excavation, Unclassified	114,600	Cu. Yds.	1.25	143,250.00
Short Overhaul	383,000	Yd. Sta.	0.015	5,745.00
Long Overhaul	4,200	C-Y-Sta.	0.40	1,680.00
Finishing Roadbed and Slopes	1.35	Miles	1,200.00	1,620.00
12-Inch Corrugated Metal Pipe	50	Lin. Ft.	3.75	187.50
18-Inch Corrugated Metal Pipe	520	Lin. Ft.	5.00	2,600.00
48-Inch Corrugated Metal Pipe	140	Lin. Ft.	25.00	3,500.00
18-Inch Concrete Pipe	6	Lin. Ft.	5.00	30.00
6-Inch Metal Drain Pipe	90	Lin. Ft.	2.00	180.00
Concrete Manholes	1	Only	300.00	300.00
Metal Guard Rail	6,700	Lin. Ft.	3.00	20,100.00
Metal Sight Posts, Double Reflector	30	Only	5.00	150.00
Coarse Crushed Material in Base	12,300	Tons	1.60	19,680.00
3/4" - 0 Material in Base	6,600	Tons	1.75	11,550.00
Sprinkling	430	M-Gals.	3.00	1,290.00
Preparation of Base	1.35	Miles	250.00	337.50
3/4" - 0 Material in Binder Course	250	Cu. Yds.	3.85	962.50
Furnishing and Placing Aggregates	370	Cu. Yds.	3.85	1,424.50
RC-3 Asphalt	40	Tons	45.00	1,800.00
120-150 Asphalt	30	Tons	43.00	1,290.00
RS-1 Asphalt	10	Tons	45.00	450.00
Class "B" Asphaltic Concrete	5,000	Tons	6.75	33,750.00
Extra for Asphaltic Concrete ~~Traffic Markers~~ approaches	10	Only	30.00	300.00
				$273,407.00
Flagging (57½% of Contractor's Cost)	All	Required		4,000.00
Seeding and Mulching	All	Required		1,800.00
Work by Pacific Power & Light Co.	All	Required		1,100.00
Work by Pacific Telephone Company	All	Required		100.00
Work by City of Goble (Sewer)	All	Required		300.00
Work by City of Goble (Water)	All	Required		100.00
		Subtotal		$280,807.00

Subtotal	$280,807.00
10% Engr. & Cont.	28,080.70
Total	$308,887.70

Type Code X021
Goble Creek Bridge (Sta. 332+95 to Sta. 334+15)

Remove Old Bridge & Provide For Traffic	All	Required		$ 6,000.00
Furnish Treated Timber Piling	3,575	Lin. Ft.	$ 1.40	5,005.00
Drive Piles	65	Only	60.00	3,900.00
Class "A" Concrete	230	Cu. Yds.	70.00	16,100.00
Metal Reinforcement	68,300	Lbs.	0.14	9,562.00
Treated Timber in Place	4	M-FBM	350.00	1,400.00
8-Inch Metal Drain Pipe	100	Lin. Ft.	4.00	400.00
		Subtotal		$ 42,367.00
		10% Engr. & Cont.		4,236.70
		Total		$ 46,603.70

Length of Roadway	1.348 Miles
Length of 1 Structure	0.023 Miles
Total Length	1.371 Miles
Cost of Roadway Per Mile	$229,145.17

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$308,887.70	$191,000.00	$117,887.70
Structure	46,603.70	28,000.00	18,603.70
	$355,491.40	$219,000.00	$136,491.40

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-0

February 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-27(8), Goble Section, Columbia River Highway. Revision of telephone lines.

Dear Sir:

As requested in your letter of February 25, 1959, you are hereby authorized to proceed as of this date, with adjustments of Pacific Telephone and Telegraph Company lines on the above project in accordance with the provisions of PPM 30-4.

Approval of the State-utility agreement as submitted must be withheld pending receipt of the estimate and sketches required to complete the agreement.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

RECEIVED
MAR - 2 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM H-123-X 37.5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with revision of telephone lines of the Pacific Telephone and Telegraph Company on the Goble Section of the Columbia River Highway in Columbia County, Project No. F-27(8).

Authorization to proceed with this work on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimate and sketches will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

Oregon State Highway Department

Federal Aid
Project No. F-27(8)

GOBLE SECTION OF THE

COLUMBIA RIVER HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 19, 1959

Type Code 6201

Roadway (Sta. 274+00 thru equa. 279+98.15 =
301+48.09 to Sta. 367+97.10)

Clearing and Grubbing	All	Required	$	$ 20,000.00
Drainage Excavation, Unclassified	410	Cu. Yds.	3.00	1,230.00
General Excavation, Unclassified	114,600	Cu. Yds.	1.25	143,250.00
Short Overhaul	383,000	Yd. Sta.	0.015	5,745.00
Long Overhaul	4,200	C-Yd.Sta.	0.40	1,680.00
Finishing Roadbed and Slopes	1.35	mile	1,200.00	1,620.00
12-Inch Corrugated Metal Pipe	50	Lin. Ft.	3.75	187.50
18-Inch Corrugated Metal Pipe	520	Lin. Ft.	5.00	2,600.00
48-Inch Corrugated Metal Pipe	140	Lin. Ft.	25.00	3,500.00
18-Inch Concrete Pipe	6	Lin. Ft.	5.00	30.00
6-Inch Metal Drain Pipe	90	Lin. Ft.	2.00	180.00
Concrete Manholes	1	Only	300.00	300.00
Metal Guard Rail	6,700	Lin. Ft.	3.00	20,100.00
Metal Sight Posts, Double Reflector	30	Only	5.00	150.00
Coarse Crushed Material in Base	12,300	Tons	1.60	19,680.00
3/4" - 0 Material in Base	6,600	Tons	1.75	11,550.00
Sprinkling	430	M-gal.	3.00	1,290.00
Preparation of Base	1.35	Mile	250.00	337.50
3/4" - 0 Material in Binder Course	250	Cu. Yds.	3.85	962.50
Furnishing and Placing Aggregates	370	Cu. Yds.	3.85	1,424.50
RC-3 Asphalt	40	Tons	45.00	1,800.00
120-150 Asphalt	30	Tons	43.00	1,290.00
RS-1 Asphalt	10	Tons	45.00	450.00
Class "B" Asphaltic Concrete	5,000	Tons	6.75	33,750.00
Extra for Asphaltic Concrete Approaches	10	Only	30.00	300.00
				$273,407.00
Signing	All	Required		2,000.00
Flagging (57½% of Contractor's Cost)	All	Required		4,000.00
Seeding and Mulching	All	Required		1,800.00
Work by Pacific Power & Light Co.	All	Required		1,100.00
Work by Pacific Telephone Company	All	Required		100.00
Work by City of Goble (Sewer)	All	Required		300.00
Work by City of Goble (Water)	All	Required		100.00
		Subtotal		$282,807.00

	Subtotal		$282,807.00
	10% Engr. & Cont.		28,280.70
	Total		$311,087.70

Type Code X021

Goble Creek Bridge (Sta. 332+95 to Sta. 334+15)

Remove Old Bridge and Provide For Traffic	All	Required	$	$ 6,000.00
Furnish Treated Timber Piling	3,575	Lin. Ft.	1.40	5,005.00
Drive Piles	65	Only	60.00	3,900.00
Class "A" Concrete	230	Cu. Yds.	70.00	16,100.00
Metal Reinforcement	68,300	Lbs.	0.14	9,562.00
Treated Timber in Place	4	M-FBM	350.00	1,400.00
8-Inch Metal Drain Pipe	100	Lin. Ft.	4.00	400.00
		Subtotal		$ 42,367.00
		10% Engr. & Cont.		4,236.70
		Total		$ 46,603.70

Length of Roadway ——————— 1.348 Miles
Length of 1 Structure ——————— 0.023 Mile
Total Length ——————— 1,371 Miles

Cost of Roadway Per Mile ——————— $230,777.22

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$311,087.70	$192,400.00	$118,687.70
Structure	46,603.70	28,600.00	18,003.70
	$357,691.40	$221,000.00	$136,691.40

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

Subject: Pacific Telephone and Telegraph Line Rearrangements - Goble, Oregon - State Highway Project #F-27 (8)

Portland, March 31, 1959

State Highway Department
Salem, Oregon

Gentlemen:

Telephone Company line rearrangements at Station 314 + 20 will be negligible, no billing involved. All pole line cost will be handled by Pacific Power & Light Company. At Station 346 present pole locations will not interfere with road construction. This was agreed by Mr. E. S. Hall your Resident Engineer and the contractor at the location March 24, 1959.

Work on the Neer City access road represents the largest part of our rearrangement cost which we understand will be at our expense. This rearrangement will be completed during April.

No billing is involved for necessary rearrangement work on this highway project.

Yours very truly,

File

J. W. Taber
District Plant Engineer

KBB:ch

RECEIVED
SEP [illegible] 1960
FOR FILING
7-27 (9)

5433

September 28, 1960

St. Paul Fire & Marine Insurance Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

State Highway contract #5433 for structure-grading-paving the Goble Section of the Columbia River Highway in Columbia County was completed by the contractor, Erland & Blickle Co., on June 27, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $9,848.43 will be released to the contractor on or after October 8, 1960. The total contract amount is $332,701.77, of which amount $8,747.05 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland, Oregon

RECEIVED
AUG 25 1960

FOR FILING

1-27(1)

5433

August 25, 1960

St. Paul Fire & Marine Insurance Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Erland & Blickle Company on contract #5433 for structure-grading-paving the Goble Section of the Columbia River Highway in Columbia County.

This payment, in the amount of $897.96, will be released to contractor on or after September 6, 1960. The retained percentage is $9,714.63.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Insurance Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland, Oregon

Form E-1—(Rev.)—

5-27(1)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 5, 1960

Section Goble

Highway Columbia River County Columbia

Contractor Erland & Blickle

Date of contract April 1, 1959

Date work started April 7, 1959

Project authorization $349,373.81

Exclusive of engineering $324,529.25

Kind of work Structure, Grading & Paving

Section prefix 5-1044

Contract number 5433

Specified work days 110

Work days used 110

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $338,170.01

Estimated per cent overrun ~~or underrun~~ . . . . 4.1 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization $24,814.36

Engineering cost to date $25,475.00, 103 %

Date project was completed June 27, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate shipped by Railway Express Friday.

FINAL REPORT

NOTED
CONSTRUCTION DIVISION
RECEIVED
AUG 8 1960
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

NOTED

NOTED
C. E. PAULSEN

Signed E. Hall Res. Engr.

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.35	1.35		1.35	1.35
Miles partially completed					
Miles completed	1.35	1.35		1.35	1.35
Total estimated quantities (contract)	114,600 C.Y.	18,900 T		80 T	5,000 T
Total quantities corrected to date	134,266 C.Y.	17,479 T		55 T	5,243 T
Estimated quantities moved or placed to date	134,266 C.Y.	17,479 T		55 T	5,243 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Overcast		
Tuesday	Clear		
Wednesday	Overcast		
Thursday	Clear		
Friday	Clear		
Saturday			

RECEIVED
JUL 26 1960
FOR FILING
F-22(8)
5-23

July 25, 1960

St. Paul Fire & Marine Ins. Co.,
Pacific Department
200 Mills Bldg.,
San Francisco 6, California

Gentlemen:

It is the intention of the State Highway Commission to release to Erland & Blickle Company, a portion of the funds heretofore retained by the Commission on contract #5433 for structure-grading-paving the Goble Section of the Columbia River Highway in Columbia County.

This payment, in the amount of $10,044.68, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $9,686.86. The present payment will be released on or after August 4, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: St. Paul Fire & Marine Ins. Co.,
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland, Oregon

RECEIVED
JUL - 5 1960
FOR FILING

F-27(8)

5433

July 5, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 27, 1960, on Contract No. 5433, Goble Section, in Columbia County, in connection with Federal Aid Project No. F-27(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swenson

RECEIVED
OCT 27 1959
FOR FILING

F 27(8)

5433

A

October 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering directional signing on the Goble Section of the Columbia River Highway in Columbia County, Contract No. 5433, in connection with Federal Aid Project No. F-27(8).

This work is necessary for the direction and guidance of traffic. It does not include warning signs, lights and barricades required of the contractor for the protection of traffic and workmen.

Part of this work has been done. The order has been verbally approved by BPR on the basis that this was an anticipated item of the contract and $2,000.00 set up in the preliminary plan stage for signing.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

RECEIVED
[illegible] 1959
FOR FILING
F 27(8)
5433

When replying, refer to
08-35.4-DA

408 State Highway Bldg.
Salem, Oregon

October 6, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon F-27(8), Goble Section of the Columbia River Highway. Order for State Force Work No. 3.

Dear Sir:

Reference is made to your letter dated September 24, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Folk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

RECEIVED
SEP 28 1959
FOR FILING

F 27(8)

5433

September 24, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224-208, covering seeding and mulching on the Goble Section of the Columbia River Highway in Columbia County, Contract No. 5433, in connection with Federal Aid Project No. F-27(8).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on the basis of actual cost under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $1,280.00, with Federal participation of $790.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

A

RECEIVED
SEP - 8 1959
FOR FILING

F [illegible]

5433

September 4, 1959

Mr. E. R. Berry
Assistant Area Plant Superintendent
Western Union Telegraph Company
239 S. W. Broadway
Portland 5, Oregon

Dear Sir:

In connection with the grading of the Goble Section of the Lower Columbia River Highway, we agreed that we would reimburse your company for the rental of auxiliary wire lines around the site of blasting operations on this section.

This is to advise that blasting operations are complete today and no further operations will be carried on endangering continuity of your services. Will you please terminate any rental agreements on these auxiliary lines immediately.

We wish to thank your company for the cooperation you have given in assisting in the completion of our highway work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. R. L. Porter
Mr. C. H. Maison

GSP:ae

FORM E-20 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 3, 1959

Paxson

SUBJECT:

To:

~~Mr. Tom Edwards~~
~~Construction Engineer~~
~~Department~~

Attention: Mr. L. H. Young

On the Goble Section of the Columbia River Highway where blasting was underway adjacent to the railroad tracks and Western Union lines, an arrangement was made for the Western Union Company to rent other wires during the period when this blasting was occurring.

It is now determined that the contractor will be through with all major blasting by Friday night, so that these services can be restored next Saturday. Will you please get in touch with the Western Union officials and so advise them.

J D Walker

J. D. Walker
Division Engineer

JDW:AM

Glen: Will you notify W.U.

Lddy.

E R Berry
Ast. Area Plant Supr
239 SW Broadway
Port 5

Ca 6-3361

NOTED
C. S. PAXSON

RECEIVED
AUG 12 1959
FOR FILING
F 27(8)
5433

August 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering placing water pipe in conduit on the Goble Section of the Columbia River Highway in Columbia County, Contract No. 5433, in connection with Federal Aid Project No. F-27(8).

Conduit for the feeder line of the Goble water system was placed under contract items. This order is to cover cutting the water line, installing it through the conduit and reconnecting it.

This work was anticipated and provided to be done as "Extra Work" in the Special Provisions of this contract. Verbal approval has been indicated by BPR.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

F 27(8))

When replying, refer to:
08-35.5

5433

408 State Highway Bldg.
Salem, Oregon

July 24, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. Forrest Cooper

Re: Utility relocation
Gobel Section, Columbia
River Highway, Columbia County
Project No. F-27(8)

Dear Sir:

As requested in your letter of July 14, 1959, we have thoroughly reviewed the proposed lease arrangement with Pacific Telephone and Telegraph for the continuation of Western Union service on the referenced project.

Technical interpretation of our regulations is not required for the establishment of responsibility for the provision of alternate facilities. The last paragraph of section 1.7.15 of the Oregon State Standard Specifications for Highway Construction provides very specifically that "the providing of any temporary facilities that may be needed to maintain normal service" shall be made good by the contractor. The contractor is presumed to have known the conditions of the work prior to the making of his bid, and to have provided in his prices for those conditions.

It is thus quite clear that the protection of the Western Union facilities is the sole responsibility of the contractor and, therefore, no part of the cost of said protection will be eligible for reimbursement from Federal funds.

Very truly yours,

C. G. Polk
Division Engineer

[illegible]

RECEIVED
JUL 15 1959
FILING

F-27(6)

5433

July 14, 1959

Goble Section
Columbia River Highway
Columbia County
Contract 5433
Project No. F-27(6)

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

I refer to your letter of July 10, 1959, which has to do with State Force Order No. 2 on the above contract, your file 08-35.A.O. We are well aware that you can find support for not approving this item in your various PPMs and regulations. In doing so, however, you are either working an unequitable hardship on the contractor or are ignoring the utility's public responsibility.

There is no question concerning the contractor's liability for damage to the Western Union Co. as he has accepted it and has insured himself against loss in case a damage occurs. Western Union, however, is understandably not primarily interested in recovering damage but in maintaining uninterrupted service. As far as can be determined the only feasible way to accomplish this is by the method suggested which appears to be both practical and economical. This is a matter that a contractor could not foresee in advance and while it will, so to speak, keep the Western Union in business, it will not in any way relieve our contractor for making monetary restitution to the utility for any damage done.

We ask that you review this matter and reconsider all of the aspects involved. The State of Oregon cannot afford to strain relations with a public utility in instances of this kind and intends to meet its obligations, federal aid or not. It is sincerely hoped that your organization can see this thing in the light of expediting a highway construction program rather than through some technical interpretation of your regulations.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

RECEIVED
JUL

F27(8)
When replying, refer to:
08-35.4-0
5433

408 State Highway Building
Salem, Oregon

July 10, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-27(8)
Contract No. 5433
Goble Section of the Columbia
River Highway

Dear Sir:

Your letter of June 29, 1959 contained further explanation of your position regarding State Force Work Order No. 2 on the above project. However, it has been ruled that such protective services are a responsibility of the contractor; the costs of which, it is assumed, were provided for in his bid prices.

Bases for the ruling are found in paragraphs 7c and 13e of PPM 30-3. Also, as pointed out in our June 24, 1959 letter, the Oregon State Standard Specifications and the special provisions for this project apparently held the contractor liable.

A similar ruling was made in our letter to you, dated February 3, 1959, concerning eligibility of Western Union and Union Pacific facilities adjustments on a Columbia River Highway project.

In view of the above we are returning all copies of the order without approval.

Very truly yours,

C. G. Polk
Division Engineer

Encls.

Orig Dexter

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RECEIVED
JUN 29 1959
FOR FILING

F-27(8)

5433

June 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Oregon Project F-27 (8)
Contract No. 5433, Goble Section
of the Columbia River Highway

This is in reply to your letter of June 24 concerning State Force Work Order No. 2 on the above project.

In the standard specifications of our contract the contractor is made responsible for any damage which he does to the Railroad Company's facilities, including wire lines of its tenants. In this excavation contract near Goble our contractor is still responsible for all damages that he does to the facilities.

The leasing of the P. T. and T. line during the critical part of the construction was insisted on by the Western Union Company in order that continuity of its important wire services would be guaranteed. The S. P. and S. Railway Company insisted that either we bear the cost of this lease arrangement or go to very unusual and expensive cable routing that we consider over and above anything contemplated as a contractor's responsibility under our specifications. As a matter of fact, the lease arrangement on the wire services is, in reality, part of the consideration for the encroachment upon the S. P. and S. right of way necessary for the entire project.

To insure that our contractor would use every possible means to speed up the work and keep the time under which we were leasing lines to a minimum, we set a time limit on the period during which we would not penalize him. We were perhaps not justified in doing this, but the contractor did agree to this two-months time limit.

For your further information, I am attaching copy of the letter from the S. P. and S. Railway Company initiating this matter and a copy of our answer to them dated June 3.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. Forrest Cooper
GSP: Mr. R. L. Porter
AttaMr. Tom Edwards

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

F-27(8)
When replying, refer to:
08-35.4-0
5433

408 State Highway Building
Salem, Oregon

June 24, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-27(8)
Goble Section of the Columbia
River Highway - Contract #5433
Order for State Force Work No. 2

Dear Sir:

The above-described order, transmitted with Mr. G. S. Paxson's letter of June 22, 1959, provides for re-routing of Western Union Telegraph service during excavation of some rock cuts on the project.

There seems to be room for doubt as to the placing of responsibility for the cost of this re-routing. As you have noted, the State is required by the terms of its agreement with the S. P. and S. Railway Company to protect lines and property of the railway company, including property of the railway's tenants or licensees.

However, it seems to us the special provisions for the project and the Oregon Standard Specifications (Division 1, Sec. 7), hold the contractor liable for such protection. The fact that the State has agreed to pay the P. T. and T. line rental for two months with the contractor being required to pay any rental in excess of two months, tends to establish some liability on the part of the contractor.

Before we can consider approval of the subject order, it will be necessary that we have further justification for the State's decision to assume the costs.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

RECEIVED
JUN 25 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JUL - 1 1959
FOR FILING

[illegible]

5433

June 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 284, in connection with protection of telegraph lines on the Goble Section of the Columbia River Highway in Columbia County, Contract No. 5433, in connection with Federal Aid Project No. F-27(8).

The agreement with the SP&S Railway requires the State to protect lines and properties of the Railway. Western Union is a tenant on the Railway property.

During excavation of the rock cut between Stations 336 and 350, it will be virtually impossible to protect the telegraph lines in place. No practical reroute is available without considerable expense, and which would include burying a cable in pipe for 600 feet deep enough for protection from heavy machinery.

An alternate is to rent facilities from the Pacific Telephone and Telegraph Company. Agreement has been reached with the Railway Company and contractor whereby the State will pay rental of PT&T facilities for the period of two months estimated time necessary to make the excavation in this area. If longer use of the facilities is required, the contractor will be held responsible for the rental.

The total estimated amount of the order is $2,216.00 with Federal participation of $1,330.00.

Approval of this order on the basis of the railroad agreement and the attached copies of letters as supplemental is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

DBP:mfh

G. S. Paxson
Assistant State Highway Engineer

A

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JUN 15 1959
FILING
F-27(8)
5433

ERLAND & BLICKLE Co. *General Contractors*

Telephone
BUTLER 5-2594

8265 N. BORTHWICK AVE.
P. O. BOX 1945
PORTLAND 11, OREGON

June 12, 1959

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Assistant State Highway Engineer

Gentlemen:

We have your letter of June 3 and copy of your letter to the Spokane, Portland, & Seattle Railway Company and the arrangement proposed is acceptable to us. We expect to start work in the cuts between Station 336 and Station 350 on June 16 and we have notified Mr. Jack Dickinson of the Western Union Telegraph Company and Mr. W. W. Kuepfer of the Spokane, Portland, & Seattle Railway Company of this by telephone today.

Yours very truly,

ERLAND & BLICKLE CO.

by Joe Blickle

JB:rb
cc Mr. Jack Dickinson
Mr. W. W. Kuepfer

Copies to
Porter
JD Walker
Edwards

RECEIVED
JUN - 5 1959
FOR FILING

F 27 (8)

5433

June 3, 1959

Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Attention: Mr. H. F. Moy

Gentlemen:

Reference is made to your letter of May 20, which sets forth the danger of interruption to carrier wires of your tenant, the Western Union Telegraph Company, through blasting operations of our contractor, Erland and Blickle, on the Goble Section of the Columbia River Highway.

On May 27, our Division Engineer, Mr. J. D. Walker, met with your Mr. W. W. Kuepfer, with representatives of the Western Union Telegraph Company and with Mr. Blickle of Erland and Blickle on the Goble project and discussed the matter in question. It was determined that the contractor should proceed in the completion of the excavation of cuts from the beginning of the project at Station 274+00 northerly to the first cut north of Goble Creek, approximate Station 336+00, in the manner heretofore used to protect the Company's lines. Upon completion of the excavation of the cuts on this section, the contractor will move to the cuts from Station 336 to 350, where blasting operations will present considerable danger to the lines of the Company. Western Union will be notified previous to blasting operations in this vicinity.

During the period necessary for excavation of cuts in this area, tentatively estimated at a period of two to three months, the Western Union will rent separate lines for their high priority services at a rental rate of approximately $1,108.00 a month, and the Highway Department agrees to reimburse the Company for rental of these lines during the period necessary for excavation of the cuts involved.

The contractor will be responsible for the repair of any facilities injured by his operations and has agreed to promptly notify either the Spokane, Portland and Seattle Railway Company or the Western Union of any damage in order that prompt repairs can be made.

I am attaching Sheets 3 and 4 of the plans for the project so that you may identify the area.

Very truly yours,

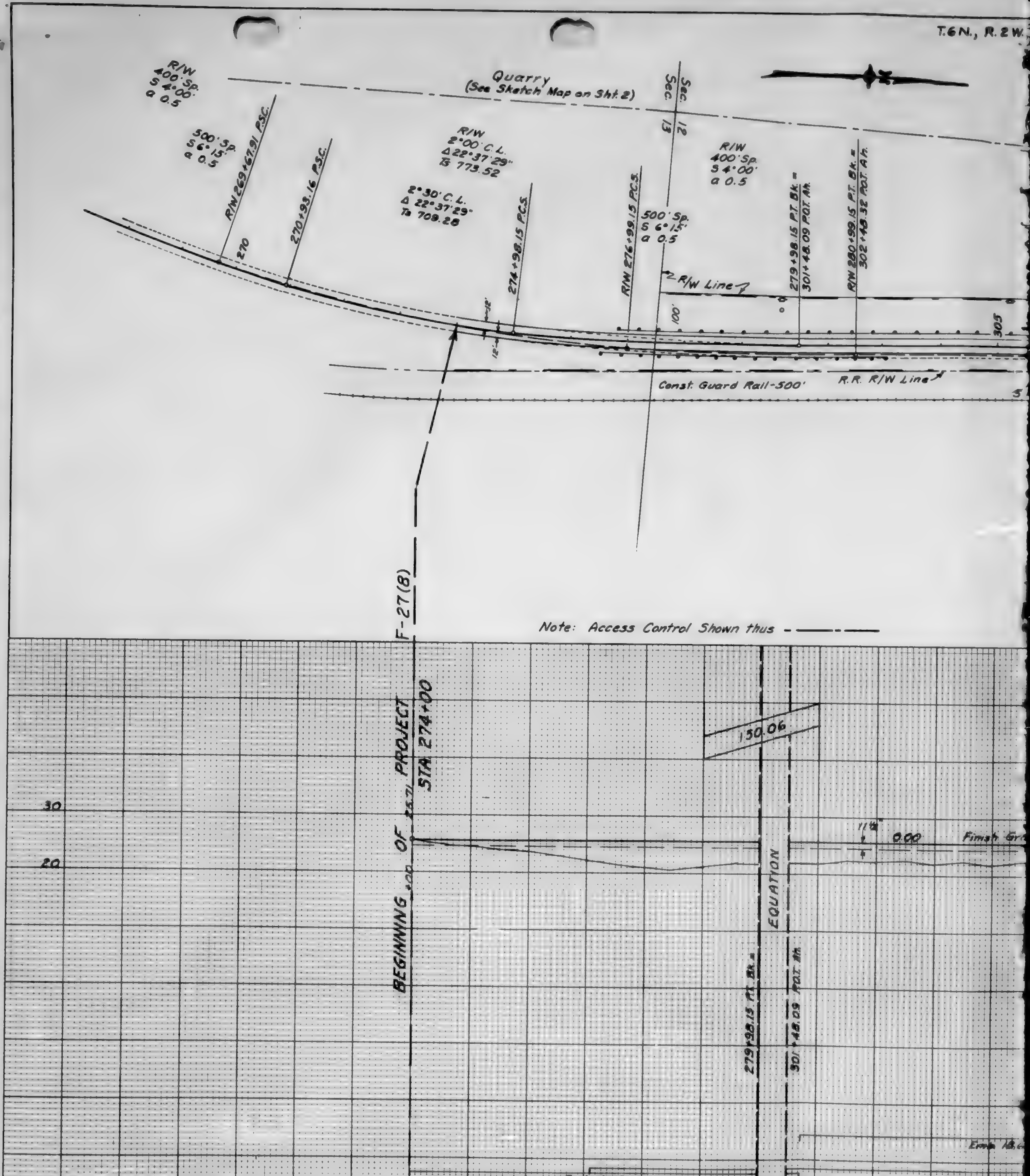
W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Enclosure

cc to: Mr. W. C. Williams
Mr. Tom Edwards
Mr. J. D. Walker
Mr. R. L. Porter
Mr. C. H. Maison

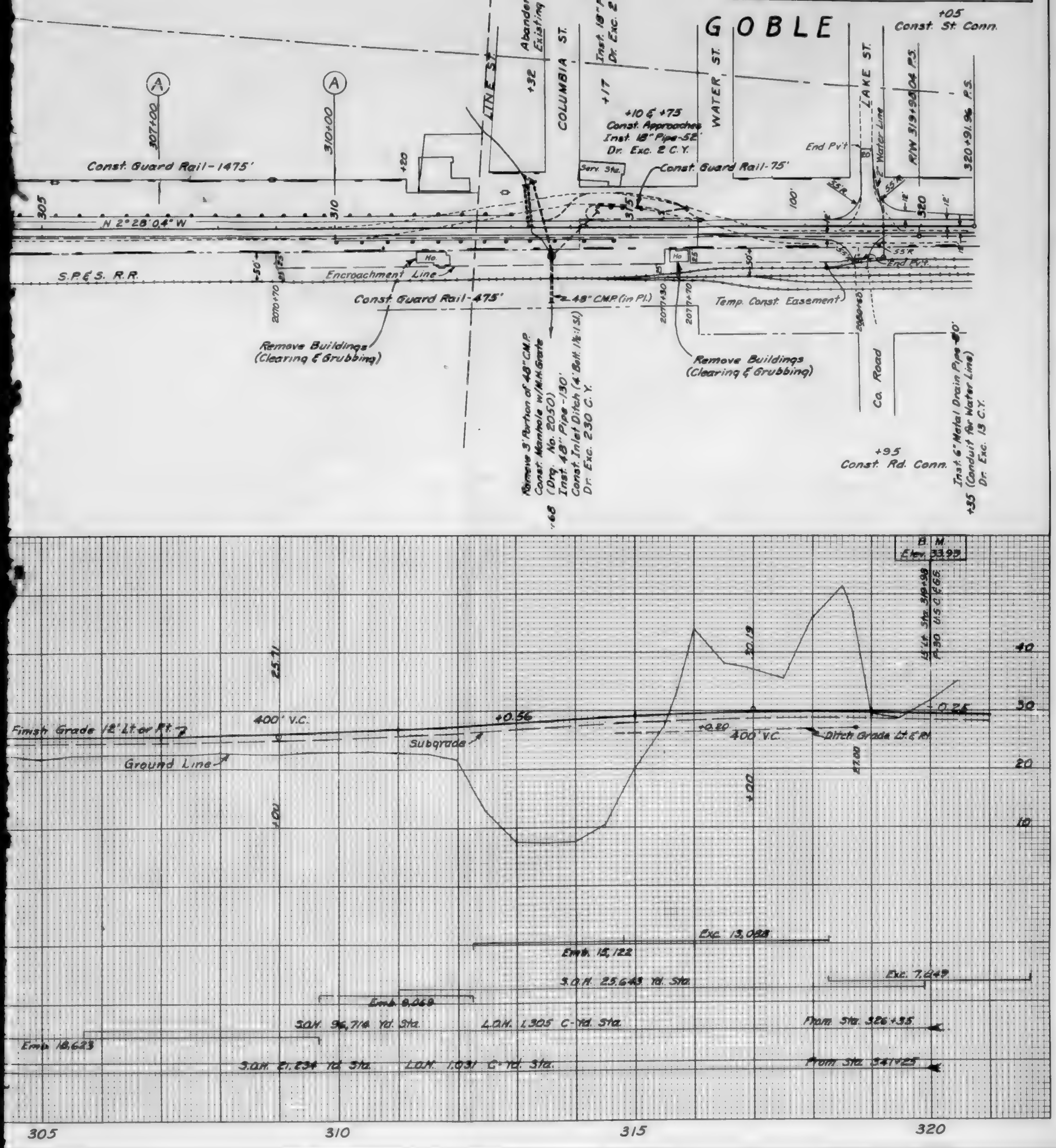


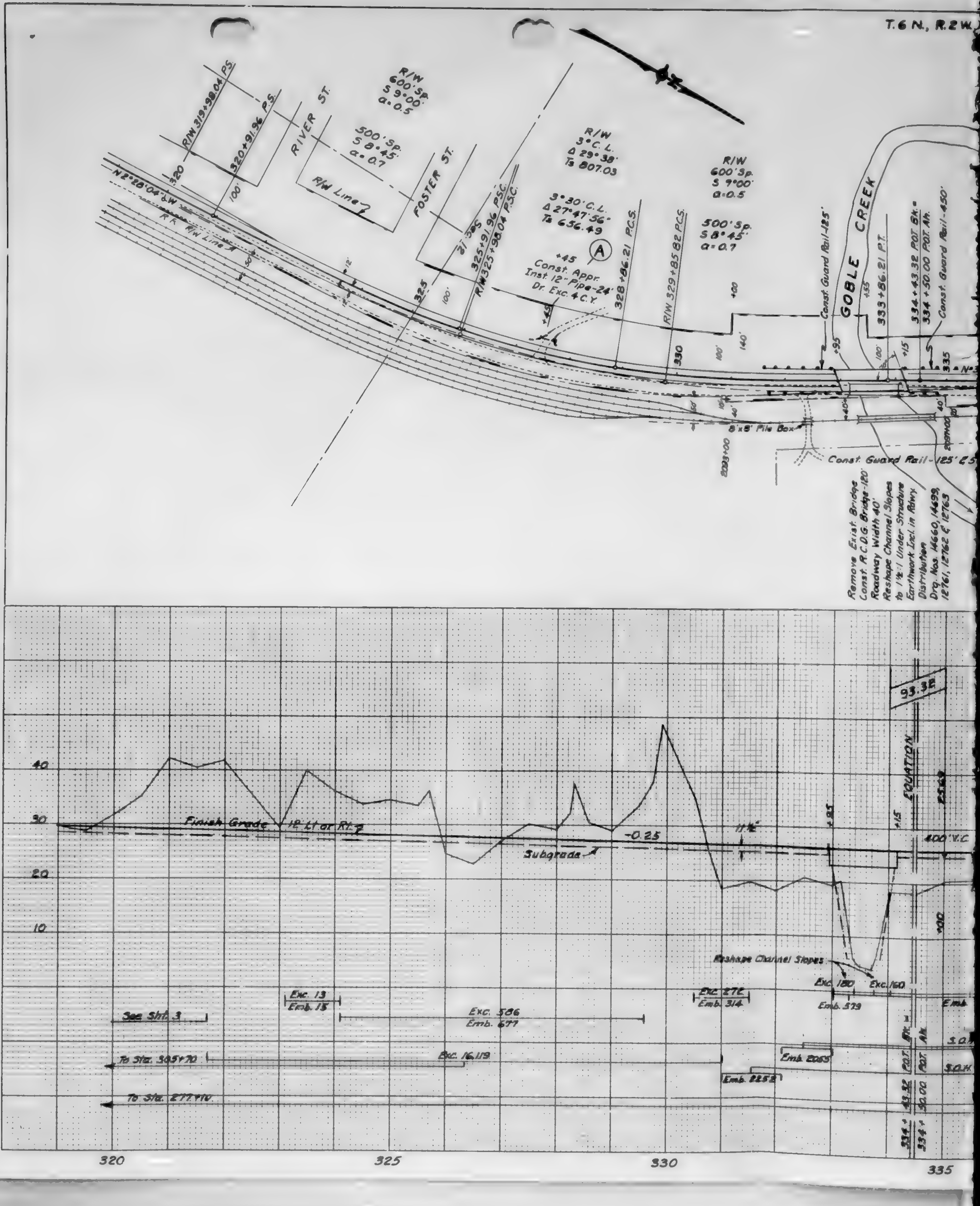
Note: Access Control Shown thus - ——— - ———

, R. 2W., W. M.

GOBLE SECTION
COLUMBIA RIVER HIGHWAY
COLUMBIA COUNTY

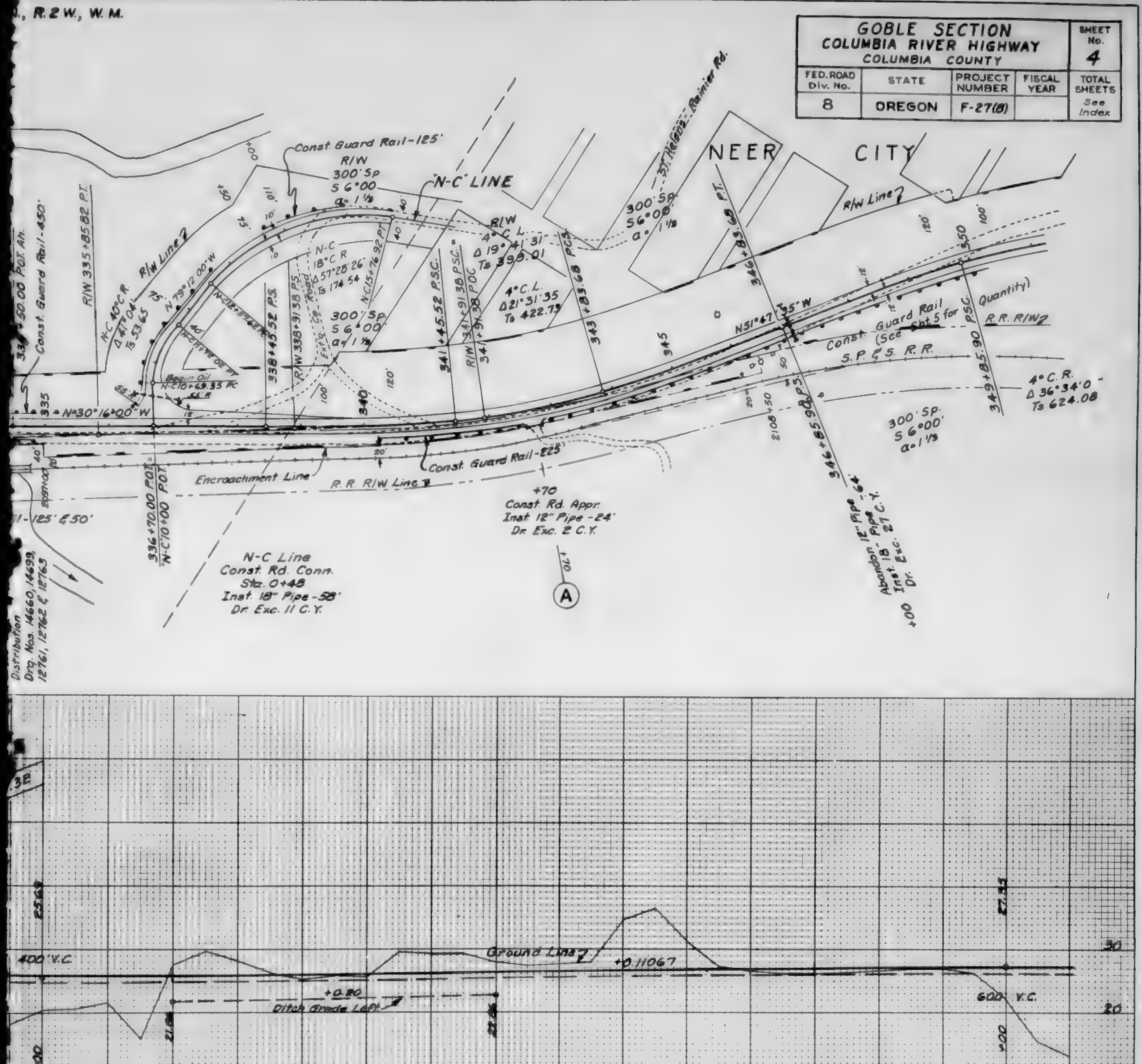
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 3 TOTAL SHEETS
8	OREGON	F-27(8)		See Index




T.6 N., R.2 W.
R/W 319+98.04 P.S.
320+91.96 P.S.
RIVER ST.
R/W 600' Sp. S 9°00' a=0.5
500' Sp. S 8°45' a=0.7
R/W Line
FOSTER ST.
N 2°28'04" W
R.R. R/W Line
320
100'
50'
12'
325
31°56'
325+91.96 P.S.C.
R/W 325+98.04 P.S.C.
R/W 3° C.L. Δ 29°38' Ts 807.03
3°30' C.L. Δ 27°47'56" Ts 656.49
A
+45 Const. Appr. Inst. 12" Pipe-24' Dr. Exc. 4 C.Y.
+45
328+86.21 P.C.S.
R/W 329+85.82 P.C.S.
330
R/W 600' Sp. S 9°00' a=0.5
500' Sp. S 8°45' a=0.7
+00
100'
140'
Const. Guard Rail-125'
GOBLE CREEK
+55
333+86.21 P.T.
334+43.32 P.O.T. Bk. =
334+50.00 P.O.T. Ah.
Const. Guard Rail-450'
+95
+15
335
8'x8' Pile Box
2003+00
2009+00
40'
Const. Guard Rail-125' E.S.
Remove Exist. Bridge
Const. R.C.D.G. Bridge-120'
Roadway Width 40'
Reshape Channel Slopes to 1½:1 Under Structure
Earthwork Incl. in Rdwy. Distribution
Drg. Nos. 14660, 14699, 12761, 12762 & 12763
40
30
20
10
Finish Grade 12' Lt. or Rt. ℄
-0.25
Subgrade
11.½"
+95
+15
93.32
EQUATION
400' V.C.
Reshape Channel Slopes
Exc. 180
Exc. 160
Emb. 579
Exc. 13
Emb. 15
See Sht. 3
Exc. 586
Emb. 677
Exc. 272
Emb. 314
To Sta. 305+70
Exc. 16,119
Emb. 2065
Emb. 2258
To Sta. 277+10
334+43.32 P.O.T. Bk. =
334+50.00 P.O.T. Ah.
Emb.
S.O.H.
S.O.H.
320
325
330
335

GOBLE SECTION
COLUMBIA RIVER HIGHWAY
COLUMBIA COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 4 / TOTAL SHEETS
8	OREGON	F-27(8)		See Index



RECEIVED
JUN - 5 1959
FOR FILING
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54-3

June 3, 1959

Erland and Blickle
8265 N. Borthwick Avenue
Portland, Oregon

Gentlemen:

Attached is a copy of a letter to the Spokane, Portland and Seattle Railway Company regarding operations on the Goble Section and being particularly applicable to protection of lines of the Western Union Telegraph Company.

It has been estimated that a period of two months, or slightly longer, will be necessary for completion of excavation of the cuts between Stations 336 and 350, and the Highway Department will assume the cost of rental of other lines to carry high priority of the Western Union as set forth in our letter to the S. P. & S. Company for the period of two months. Should your operations in this area require more than the two months, you are to bear any additional rental charge.

In addition, of course, you are responsible for any damage to railroad or rail tenant facilities due to your operations as provided in our contract.

If this arrangement meets with your approval, will you please give us a letter indicating your acceptance of the provisions here set forth.

I am attaching Sheets 3 and 4 of the plans for the project so that you may identify the area.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Enclosures

cc to: Mr. W. C. Williams, Mr. Tom Edwards, Mr. J. D. Walker,
Mr. R. L. Porter, Mr. C. H. Maison

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

H. F. MOY,
SECRETARY
CHIEF ENGINEER

1959 OREGON CENTENNIAL CELEBRATION

RECEIVED
MAY 26 1959

F-27 8)

5433

May 20, 1959

Mr. G. S. Paxson
Asst. State Highway Engr.
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Paxson:

This makes reference to the agreement entered into on the 30th day of March, 1959, by and between the State of Oregon and the S.P.& S. Railway covering the construction of a section of highway at Goble, Columbia County, Oregon, immediately adjacent to the S.P.& S. Railway.

It has recently come to my attention that the Western Union Telegraph Company who is a tenant on our property in that area is being severely damaged by the operations of your contractor Erland & Blickle. The Western Union Telegraph Company pole line is only some 50 ft. from a rock bluff westerly of Goble which must be removed.

At this point the Telegraph Company is quite concerned about continuity of service to its patrons. They have informed me there are 60 high priority Government and important patron services on three pairs of carrier wires on this lead. The remaining carrier circuits are important but not as critical as the carrier pairs, and brief interruptions can be tolerated provided patrolmen are at the location during blasting operations to quickly restore service.

I understand from Mr. E. R. Berry, Acting Area

NOTED
G. S. PAXSON

Plant Superintendent for the Western Union that certain officials from his company met on the ground with the State Highway Engineer relative to this entire matter. Inasmuch as the Western Union Telegraph Company is a tenant and licensee of the S.P.& S. Railway Company in this area, Article 5, page 3, of the above mentioned agreement would apply wherein it states that "The State and its contractors shall comply with the rules and regulations governing, or promulgated by, the Railway Company and the instructions of its representative, in relation to the proper manner of protecting the tracks and property of the Railway Company and the traffic moving on such tracks, as well as the wires, signals, and other property of the Railway Company, its tenants or licensees at and in the vicinity of the work during the period of construction."

Therefore, in keeping with the terms of this agreement, I request that your contractor be advised that he will have to assume the entire expense of fully protecting the operations of the Western Union Telegraph Company through this area in the manner that they are usually forced to operate during such construction activities. If your contractor is not liable for this then the Western Union Telegraph Company will be looking to the State of Oregon for full reimbursement in the temporary operations and repairs to its lines in that area during the construction period as tenants of the S.P.& S. Railway.

Western Union has also informed me that it is ordinarily the practice to temporarily remove the telegraph wires and place them in cable or twisted pair where work of this kind is being done. However, in this case there is no practical reroute available without considerable expense which would include burying a cable underground in pipe for approximately 600 ft. and at a depth adequate to not only protect it from flying rock but also from earth moving machinery that would have to clear the right of way. Ordinary methods would be as subject to interruption as the pole line itself.

During the time the bluff referred to above is being reduced, Western Union Telegraph Company proposes to rent from the Pacific Telephone Company two facilities to Seattle and one to Tacoma. The cost for these would be approximately $1,108 per month, and 1/30 of that for each additional day of each succeeding month. The first month's rental would be the same for 18 to 30 days but the rental facilities would, of course, be released at the earliest possible date after blasting and danger to the line is over.

The Western Union Telegraph Company is quite willing to submit to the Oregon State Highway Department as well as the S.P.& S. Railway detailed bills covering their costs.

I request that immediate action be taken on this matter as if present practice continues it will be necessary for the S.P.& S. Railway to stop shooting operations of your contractor at once.

Please advise.

Very truly yours

Chief Engineer

HFM-o

RECEIVED
MAY 21 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM S-123 5M 10-58
MAY 18 1959
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

F-27(8)

54[illegible]

COPY

May 14, 1959

IN REPLY PLEASE REFER TO

Spokane, Portland & Seattle
Railway Company
1101 N. W. Hoyt Street
Portland, Oregon

File No. 29065
Goble-St. Helens Section
Columbia River Highway
S. P. & S. Railway Co.

Attention: W. P. Garrett
R/W & Tax Agent

Gentlemen:

In accordance with the settlement between you as agent for the Spokane, Portland & Seattle Railway Company and the State Highway Department's officials, the Highway Commission approved paying $264.00 for the permanent easement over the railroad right of way near Goble, Oregon. On that basis, we have prepared and enclose in duplicate an easement form for the conveyance of said permanent easement to the State Highway Commission.

You will note that we have the Highway Department's standard access restriction between the right of way of the Columbia River Highway and the abutting property of the railroad. We have tried to make this so access is not controlled to the easement area or to any other part of the S. P. & S. Co. right of way, other than that adjacent to the portion where the easement abuts the highway right of way. If this form meets with the Railway Company's approval, please have the proper officials execute same, together with the enclosed voucher form and return to this office.

We are returning the form executed by the Railway Company on April 7, 1959, because it did not have this access provision thereon.

Only the original executed copy of the easement need be returned to this office. If additional conformed copies are needed, please advise.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

EARL F. SALING
Right of Way Office Manager

NOTED
G. S. PAXSON

EFS:jm
Encls. Easement-Signed form &
Voucher

cc: G. S. Paxson

RECEIVED
MAY 15 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 6 - 1959
FOR FILING

F-27(8)

5433

May 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Goble Section of the Columbia River Highway in Columbia County, Contract No. 5433, in connection with Federal Aid Project No. F-27(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
MAY 1 - 1959
FOR FILING

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[illegible]

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are four copies of Pacific Power & Light Company's estimate and three sketches in connection with adjusting the company's power lines on the Goble Section of the Columbia River Highway in Columbia County, Project No. F-27(8).

This completes the agreement with the Company for power line adjustment. Authorization to proceed with the work was approved in your letter of February 27, 1959.

Please return one copy of the estimate to the Office Engineering Division, noted to show approval of the completed agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

FORM E-30 50M 6-58 13046
RECEIVED
1959
FOR FILING

E-27(8)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RAILROAD COMPANIES
FILE No. 508

April 27, 1959
Salem, Oregon

SUBJECT: File No. 26476
Goble-St. Helens Section
Columbia River Highway

To:
5433 Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith I hand you original copy of construction agreement with the Spokane, Portland and Seattle Railway Company, covering a section of the Columbia River Highway at Goble, which instrument has been executed by all parties concerned.

Duplicate copies are being distributed as indicated below.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD/ks
encl.

cc: Forrest Cooper - 1 agreement w/exhibit
G. S. Paxson - 1 agreement w/exhibit
Tom Edwards - 2 agreements, 1 exhibit
A. G. Skelton - 2 agreements, 1 exhibit
Earl Saling - 1 agreement w/exhibit

1

FORM 2-123 5M 10-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

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FOR FILING

F-27(8)

5433

April 17, 1959

Erland & Blickle Co.
8265 N. Borthwick Ave.
Portland 11, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5433, awarded April 1, 1959, for structure, grading and paving on the Goble Section of the Columbia River Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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F 27
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April 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 7, 1959, on Contract No. 5433, Goble Section, in Columbia County, in connection with Federal Aid Project No. F-27(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:ia

FORM 1820

SPOKANE PORTLAND SEATTLE

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

RIGHT OF WAY & TAX DEPARTMENT

1101 N. W. HOYT STREET
PORTLAND, 7, OREGON

W. P. GARRETT
RIGHT OF WAY AND TAX AGENT

1959 OREGON CENTENNIAL CELEBRATION

H. E. HUDSON
ASSISTANT RIGHT OF WAY AND TAX AGENT

R. E. HAMILTON
TAX AGENT

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59
FOR FILING
E 27(1)
54[illegible]

April 10, 1959
File: 409

Mr. G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

Re: Goble-St. Helens Section, Columbia River Highway, in Columbia County.

Enclosed is Easement executed by the Spokane, Portland and Seattle Railway Company under date of April 7, 1959 granting to the State Highway Commission easement rights to construct and maintain a highway over and across certain of Railway Company's ownership within said highway section at Goble.

The consideration for this easement is $264.00 for which you advise in your letter of April 1, 1959 that you were placing in line for payment.

Yours very truly,

W. P. Garrett

Right of Way and Tax Agent

HEH/daj
Encl.

Copy to Walt Wright with encl.

RECEIVED
1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 13 1959
OFFICE OF
STATE HIGHWAY ENGINEER

S. P. & S. Ry. Golden Anniversary
1908 - 1958

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APR 1 - 1959
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543A

Salem, Oregon
April 1, 1959

File No. 26476
~~Goble-St. Helens Section~~
Columbia River Highway

Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Attached are two copies of an agreement with the Spokane, Portland and Seattle Railway Company relative to construction of encroachments on the Railway right of way property on the Columbia River Highway at Goble. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Officials of the Railway Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

March 26, 1959
Salem Office

SUBJECT: File No. 26476
Goble-St. Helens Section
Columbia River Highway

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith I hand you original and duplicate copy of agreement with Spokane, Portland and Seattle Railway Company relative to construction of encroachments on the Railway right of way property on the Columbia River Highway at Goble.

Mr. Paxson advises that the matter is urgent, and I would suggest that the forms of agreement be sent out to the Highway Commission immediately without waiting for the next meeting.

After execution by the Commission, please return both copies direct to me for further handling. It will not be necessary that they be acknowledged by the Commission.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. A. G. Skelton

1

RECEIVED
APR 1 - 1959
FOR FILING

F-27(8)

5433

April 1, 1959

Mr. W. P. Garrett
Right of Way and Tax Agent
S.P. & S. Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Mr. Garrett:

This is in reply to your letter of March 31 concerning the arrangements for right of way, easements, and construction agreement enabling us to proceed with our work on the Goble-St. Helens Section of the Columbia River Highway in Columbia County. The terms set forth in this letter are acceptable to the State Highway Department and we are proceeding with the award of the contract for the construction as of today.

The construction agreement has been signed by the State Highway Commission and returned to this office. It will be sent to you by mail today. We are immediately putting through vouchers for payment of the right of way and easements, to the Northern Pacific Railway Company and the S.P. & S. Railway Company.

I wish to thank you for the cooperation you have given us in this matter and assure you of our appreciation of the time and effort you have devoted to it.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

[illegible]

cc Mr. E. F. May, Chief Engineer
S.P & S. Railway Company, Portland

Mr. W. C. Williams

Mr. S. H. Probert
Mr. E. J. Benner
Mr. E. F. Saling

FORM 1820

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

RIGHT OF WAY & TAX DEPARTMENT

1101 N. W. HOYT STREET
PORTLAND, 7, OREGON

W. P. GARRETT
RIGHT OF WAY AND TAX AGENT

H. E. HUDSON
ASSISTANT RIGHT OF WAY AND TAX AGENT

R. E. HAMILTON
TAX AGENT

1959 OREGON CENTENNIAL CELEBRATION

March 31, 1959
File: 344

Mr. G. S. Paxson
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Having reference to your letter of March 27, 1959 to Mr. H. F. Moy, Chief Engineer, Spokane, Portland and Seattle Railway Company, regarding Goble-St. Helens Section, Columbia River Highway, Columbia County, Oregon wherein you advise that the construction agreement covering highway construction on Spokane, Portland and Seattle Railway Company and Northern Pacific Railway Company right of way in the vicinity of Goble, which was forwarded to you under date of March 10, 1959 by Mr. Moy, has been approved after being revised to the satisfaction of Railway Company and State Attorneys and is now out to the Highway Commission for signature; advising further that you anticipate receipt of the signed agreement within a few days when the Railway Company's copy will be forwarded to Mr. Moy.

When in my office yesterday afternoon you informed me that the Spokane, Portland and Seattle Railway Company's proposal to grant the Oregon State Highway Department a slope easement on the necessary Railway Company land, same having an area of 0.88 acre, for a consideration amounting to $264.00 was approved by the State. It is also my understanding that the State has accepted the Northern Pacific Railway Company's proposal to convey to the State for $750.00 the 10,000 square feet of property lying westerly of a line 50 feet westerly from the main track centerline; the Northern Pacific to also grant the State an easement for your Parcel designated as (1)29160 for the following consideration: Land - $114.00. The State is to also take two buildings, namely the section house and bunkhouse, owned by the Northern Pacific Railway Company, either by Bill of Sale or some conveyance satisfactory to you for the sum of $500.00, or a total of $614.00 for the easement and the buildings.

In view of the above and a further letter from you acknowledging your acceptance of all terms outlined, you may then consider this letter

FORM 1920

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

RIGHT OF WAY & TAX DEPARTMENT

1101 N. W. HOYT STREET
PORTLAND, 7, OREGON

W. P. GARRETT
RIGHT OF WAY AND TAX AGENT

1959 OREGON CENTENNIAL CELEBRATION

H. E. HUDSON
ASSISTANT RIGHT OF WAY AND TAX AGENT

R. E. HAMILTON
TAX AGENT

Mr. G. S. Paxson - 2 - March 31, 1959

as granting the Oregon State Highway Department right of entry upon the Northern Pacific Railway Company and Spokane, Portland and Seattle Railway lands involved in order that you may begin your construction work prior to the execution of formal documents and payment of the sums to the Railway Companies as outlined above.

Yours very truly,

W P Garrett

Right of Way and Tax Agent

WPG/daj

cc Mr. E. J. Benner
Right of Way Supervisor
Oregon State Highway Department
Salem, Oregon

A

RECEIVED
APR 2 - 1959
FOR FILING

F 27(8)

5433

April 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading, paving and structure on the Goble Section of the Columbia River Highway in Columbia County, Project F-27(8), to Erland and Blickle Co. of Portland on the basis of the bid of $301,154.50 submitted on March 3, 1959.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

RECEIVED
APR 2 - 1959
FOR FILING

F-27(4)

5433

A

April 1, 1959

Mr. W. H. May, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt St.
Portland 7, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5439 and plans covering structure, grading and paving work on the Goble Section of the Columbia River Highway in Columbia County.

In general, the work to be performed under the contract will not interfere with railroad facilities except between highway Stations 309+00 to 315+40, 315+80 to 318+80 and 330+90 to 346+30 where the new highway parallels your company's tracks to the west and highway fills encroach upon your right of way, as indicated on sheets 3 and 4 of the plans. Provisions are set forth on page 6 of the special provisions concerning blasting operations in the vicinity of the railroad under the subheading "Special Rock Excavation Methods".

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations as set forth in the insert "Relations With Railroad Company"; also the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on page 39 of the special provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:bb
cc: G. S. Paxson
J. W. DeSouza

A

RECEIVED
APR 6 - 1959
FOR FILING

5433

FORM E-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

CERTIFIED MAIL

April 1, 1959

Mr. H. F. Moy, Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Re: File No. 26476
Goble-St. Helens Section
Columbia River Highway

Dear Mr. Moy:

Herewith I hand you original and duplicate copies of construction agreement with Spokane, Portland and Seattle Railway Company relative to the above titled project. Both copies have been executed by the State Highway Commission under date of March 30, 1959.

When the State's executed copy is returned, I would appreciate receiving ten additional copies of Exhibit A attached to the agreement.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. A. G. Skelton

NOTED
[illegible]SON

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APR - 1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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APR [illegible] - 1959
FOR FILING
[illegible]
54[illegible]

April 1, 1959

Kiland and Blickle Company
8265 North Borthwick Avenue
Portland 11, Oregon

Gentlemen:

The State Highway Commission on March 5, 1959 accepted your proposal for grading, paving and bridge construction on the Goble Section of the Columbia River Highway in Columbia County for the sum of $301,154.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5411.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant
Pacific Builder & Engineer, Inc.
Daily Journal of Commerce

NOTED
J. Mc C.

DOMESTIC SERVICE Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 1, 1959

Erland and Blickle Company
8265 North Borthwick Avenue
Portland, Oregon

Contract for grading, paving and bridge construction on Goble Section of Columbia River Highway in Columbia County for which you submitted low bid on March 3, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
APR 7 - 1959
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F [illegible]

When replying, refer to
08-33.4-0

5433

April 1, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-27(8), Goble Section of the Columbia River Highway, we hereby concur as of this date in award of contract No. 5433 to Erland and Blickle Company of Portland, Oregon, low bidder in the amount of $301,154.50 at the March 3, 1959 bid opening.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

RECEIVED
APR - [illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

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APR - 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
PORTER

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FOR FILING
F-27(1)

5433

Pacific Telephone and Telegraph Line Rearrangement - Goble, Oregon -
State Highway Project #F-27(8)

Portland, March 31, 1959

State Highway Department
Salem, Oregon

Gentlemen:

Telephone Company line rearrangements at Station 314 + 20 will be negligible, no billing involved. All pole line cost will be handled by Pacific Power & Light Company. At Station 346 present pole locations will not interfere with road construction. This was agreed by Mr. E. S. Hall your Resident Engineer and the contractor at the location March 24, 1959.

Work on the Neer City access road represents the largest part of our rearrangement cost which we understand will be at our expense. This rearrangement will be completed during April.

No billing is involved for necessary rearrangement work on this highway project.

Yours very truly,

J. W. Taber

J. W. Taber
District Plant Engineer

EBE:ch

Ref. R.O. #76338-59

orig to Edw

RECEIVED
1 0 1959
STATE HIGHWAY DEPARTMENT

RECEIVED
MAR 30 1959
FOR FILING
F-27(8)
5432

March 27, 1959

Mr. M. H. Moy, Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Re: Goble-St. Helens Section
Columbia River Highway
in Columbia County

Dear Sir:

The construction agreement covering the highway construction on your right of way in the vicinity of Goble, which you forwarded to us under date of March 10, has now been revised and approved and is out to the Highway Commission for signature. We anticipate receipt of the signed agreement within a few days, when it will be forwarded to you.

We have also received approval of our proposal to purchase the Northern Pacific Railway Company property and to pay for a minor easement which, so far as I know, will clear up all matters with your company and with the Northern Pacific Railway Company. I am attaching a copy of Mr. J. T. Moore's letter concerning the purchase of property although you probably have a copy of it in your files.

We received bids on this project on March 3 and have only until April 2 to make the award. It would be very much appreciated if you could give us a permit of entry onto the property so that our contract may be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams

NORTHERN PACIFIC RAILWAY COMPANY

PROPERTIES AND INDUSTRIAL DEVELOPMENT DEPARTMENT

J. T. MOORE,
Western Manager,
Industrial Development

919 SMITH TOWER
SEATTLE 4, WASH.

M. H. NIXON,
L. M. JENNER,
C. R. WATSON,
Industrial Agents

RECEIVED
MAR 23 1959
LEGAL DEPT.

March 20, 1959

Your file 29160
Goble-St. Helens Section
Columbia River Highway
Columbia County

Mr. E. J. Benner
Right of Way Supervisor
State Highway Department
Salem, Oregon

NOTED
D. H. [illegible]

Dear Mr. Benner:

This is in reply to your letter of February 4 about the property at Goble which you want to take for highway purposes.

We will convey to the State for $750 the 10,000 square feet of property lying west of a line 50 feet westerly from the main track center line and will make an easement for your parcel no. 1* for the following consideration:

Land - $114.00
Section house and bunkhouse - $500.00

Total - $614.00

If that is satisfactory, please submit check or voucher for $1364 and let me know if you will prepare the deed and easement or if you prefer that I do so.

Yours very truly,

J. T. Moore,
Western Manager
Industrial Development

* @ 29160

LMJ:db

NOTED

FORM 18'

SPOKANE PORTLAND AND SEATTLE RY.

SPOKANE, POR LAND AND SEATTLE RAILW   COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

H. F. MOY,
[redacted]
CHIEF ENGINEER

1959 OREGON CENTENNIAL CELEBRATION

March 10, 1959

Mr. G. S. Paxson
Asst. State Highway Engr.
State Highway Department
Salem, Oregon

Dear Mr. Paxson:

Reference is made to previous discussions and correspondence relative to easements desired by the Oregon State Highway Department in the vicinity of Goble, Oregon, as well as a working agreement between the Oregon State Highway Department and the S.P.& S. Railway which protects the S.P.& S. Railway during actual construction of the highway in this area.

I am handing to you for execution by members of the State Highway Commission, two copies of this agreement. I would appreciate your returning the copy to this office which carries the Marginal Approvals of various officers here on the Railway.

As mentioned to you on the phone a few days ago I am quite sure Mr. Garrett, our Right of Way & Tax Agent, will give the Oregon State Highway Department right of entry pending formal execution of easements you have requested.

Very truly yours

H. F. Moy
Chief Engineer

HFM-o

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MAR 11 1959
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STATE HIGHWAY COMMISSION

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[illegible] 11 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR [illegible] 1959
FORM E-30

FOR FILING
F-27(8)
54[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 26, 1959
Salem Office

SUBJECT: File No. 26476
Goble-St. Helens Section
Columbia River Highway

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith I hand you original and duplicate copy of agreement with Spokane, Portland and Seattle Railway Company relative to construction of encroachments on the Railway right of way property on the Columbia River Highway at Goble.

Mr. Paxson advises that the matter is urgent, and I would suggest that the forms of agreement be sent out to the Highway Commission immediately without waiting for the next meeting.

After execution by the Commission, please return both copies direct to me for further handling. It will not be necessary that they be acknowledged by the Commission.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper ✓
Mr. G. S. Paxson ✓
Mr. Tom Edwards
Mr. A. G. Skelton

Sent to Com.
[illegible]

RECEIVED
MAR 26 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 12.5M 6-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 26, 1959

Mr. H. F. Moy, Secretary
Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Re: File No. 26476
Goble-St. Helens Section
Columbia River Highway

Dear Mr. Moy:

In accordance with your letter of the 24th I am returning herewith original and duplicate copies of construction agreement relative to encroachments on Railway right of way on the Columbia River Highway at Goble. The agreement sent with your letter of March 24 is being forwarded to the Highway Commission for execution and as soon as they are returned one executed copy will be forwarded to you.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:KH
ENCL.
cc: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. A. G. Skelton

RECEIVED
APR 1 - 1959
FOR FILING

COMMISSIONERS
[illegible] CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F-27(8)

4[illegible]

March 26, 1959

Mr. J. T. Moore, Western Manager,
Industrial Development
Northern Pacific Railway Company
919 Smith Tower
Seattle 4, Washington

File No. 29160
Goble-St. Helens Section
Columbia River Highway
Columbia County

Dear Mr. Moore:

This is to acknowledge and thank you for your letter of March 20th, which in effect agrees to convey to the State for a total of $1,250.00 the 10,000 square feet of property lying west of a line 50 feet westerly from the main track center line and the section house and bunkhouse caught within the needed right of way at Goble, all in conformance with sketches previously furnished for your information.

It will probably be the preference of our office staff to draft a deed with the $1,250.00 consideration for these items taken in fee and draw a separate instrument for the easement, payment for which is to be made in the amount of $114.00.

Your proposal is, of course, entirely satisfactory to this office and is being immediately referred to the Highway Commission with a recommendation for its acceptance. This will probably be done by special telephonic procedure and instruments drawn pursuant thereto as soon as possible thereafter. If it is possible to have a check prepared to accompany these instruments, this will also be done from our revolving fund, but if it cannot be arranged, the proper vouchers will be forwarded for signature by a qualified officer of your company and the claim processed as quickly as possible.

This office is very appreciative of the cooperation you have extended in the matter.

NOTED

Very truly yours,

E. J. BENNER
Right of Way Supervisor

RECEIVED
MAR 27 1959
OFFICE OF
STATE HIGHWAY ENGINEER

EJB:ds

cc: Mr. G. S. Paxson

RECEIVED
MAR . 1959
FOR FILING

F-27(8)

5433

Mr Paxson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 24, 1959
Salem Office

SUBJECT: File No. 26476
Goble-St. Helens Section
Columbia River Highway

To: Mr. E. F. Saling
Right of Way Office Manager
Office

Herewith I hand you executed copy and several multilithed copies of easement agreement from Northern Pacific Railway Company relative to the above titled project.

After the easement agreement is placed on record it should be forwarded to Mr. Query for his permanent file.

You will note that the letter from the Railway Company, dated March 20, indicates that a consideration of $100.00 is to be paid for the easement. You will also note that the Railway Company is to forward six additional prints of Exhibit A attached to the instrument.

No distribution of copies of the easement have been made except as indicated below.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. G. S. Paxson ✓
Mr. Floyd Query

3/26/59
This is an old job
and not current Goble Section

RECEIVED
MAR 25 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Suspense

Salem, Oregon
February 11, 1959

File No. 26476
Goble-St. Helens Section
Columbia River Highway
Northern Pacific Railway Co.

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached for further handling are two copies of an easement agreement with the Northern Pacific Railway Co. covering the Goble-St. Helens Section of the Columbia River Highway in Columbia County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Officials of the Railway Company.

When fully executed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E-90 25M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 29, 1959

Salem Office

SUBJECT: File No. 26476
Goble-St. Helens Section
Columbia River Highway
Northern Pacific Railway Co.

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith I hand you for execution and acknowledgement by the State Highway Commission two copies of easement agreement with Northern Pacific Railway Company on the above titled project.

After execution and acknowledgment by the Highway Commission, please return both copies direct to me for further handling.

J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

AUTHORIZED BY HIGHWAY COMMISSION
DATE It is planned to receive bids for contract construction on the Goble section on March 3, 1959
Floyd Query
Secretary

NOTED
FORREST COOPER

RECEIVED
MAR 12 1959
FOR FILING

[illegible]

Salem, Oregon
March 12, 1959

Railroad agreement on
Goble project

Mr. J. W. DeSouza

Herewith duplicate copies of the agreement between the Spokane, Portland and Seattle Railway Company and the State covering the construction on its right of way near Goble. This agreement does not convey any of the necessary easements and would not permit us entry upon the property. The Railroad Company advises that easements are being prepared and will be covered in a separate instrument but that when these construction agreements are completed and in its hands, it will grant us a permit of entry.

I have gone over this agreement from the construction standpoint and find nothing objectionable. I would, however, call your attention to section 11 on page 5, which makes the State or its contractor, not only during construction but during the operation and maintenance of the highway, liable for any rerouting costs of the Railroad's equipment, should the line be blocked by any work or anything caused by the highway construction. This is different than any of the previous agreements with other railroads, but I presume that, if the responsibility should lay with our contractor or with us, we would be responsible even without an agreement.

If you find this agreement in order, I would ask that it be sent to the Highway Commission for signature prior to the coming Highway Commission meeting so that permits of entry can be obtained. I am attaching a copy of the special provisions for this project.

Attach.
GSP:gm
cc Mr. W. C. Williams
Mr. Forrest Cooper

G. S. Paxson

Mr. Cooper:
Please take care of this if Mr. DeSouza returns it before I get back.
G.S.P.

RECEIVED
MAR - 6 1959
FOR FILING
F 27(5)
3432

March 5, 1959

Erlend and Blickle Company
8265 N. Borthwick Avenue
Portland 11, Oregon

Gentlemen:

The State Highway Commission on March 5, 1959 accepted your bid in the amount of $301,154.50 for grading and paving, and also construction of concrete bridge on timber piling, on the Goble section of the Columbia River Highway in Columbia County, which was the low bid received for that job on March 3, 1959.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAR - 2 1959
FOR FILING
F 27(8)

5433 When replying, refer to
08-35.4-0

February 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-27(8), Goble Section, Columbia River Highway. Adjustment of Pacific Power & Light Co. power lines

Dear Sir:

As requested in your letter of February 25, 1959, you are hereby authorized to proceed as of this date with adjustments of the above mentioned power lines in accordance with the provisions of FPM 30-4.

Approval of the State-utility agreement, covering this work must be withheld pending receipt of the estimate and sketches required to complete the agreement.

Very truly yours,

C. G. Polk
Division Engineer

Orig. to Proliedt.

RECEIVED
MAR - 2 1959
FOR FILING
F-27(8)
5433

When replying, refer to
08-35.4-0

February 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-27(8), Goble Section,
Columbia River Highway. Revision of
telephone lines.

Dear Sir:

As requested in your letter of February 25, 1959, you are hereby authorized to proceed as of this date, with adjustments of Pacific Telephone and Telegraph Company lines on the above project in accordance with the provisions of PPM 30-4.

Approval of the State-utility agreement as submitted must be withheld pending receipt of the estimate and sketches required to complete the agreement.

Very truly yours,

C. G. Polk
Division Engineer

SIGNED
FORREST COOPER

Orig to Archivist

RECEIVED
FEB 26 1959
FOR FILING

p

F-27(8)

5422

February 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with revision of telephone lines of the Pacific Telephone and Telegraph Company on the Goble Section of the Columbia River Highway in Columbia County, Project No. F-27(8).

Authorization to proceed with this work on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimate and sketches will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

RECEIVED
FEB 26 1959

FOR FILING

F-27(8)

5433

February 25, 1959

Mr. O. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with adjusting power lines of the Pacific Power & Light Company on the Goble Section of the Columbia River Highway in Columbia County, Project No. F-27(8).

Authorization to proceed with this work on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimate and sketches will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

P

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
FEB 24 1959
FOR FILING

F-27(8)

5433

February 20, 1959

Pacific Telephone and Telegraph Company
410 N. E. Clackamas Street
Portland 12, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustments
Goble Section
Columbia River Highway
Columbia County

Gentlemen:

Bids on the above titled project will be received on March 3, 1959, and certain of your facilities must be adjusted in order to accommodate the highway construction.

These adjustments involve contacts on two power poles. One of these is located at Station 314+20 and the other pole is in the vicinity of Station 346. Both of these poles are owned by Pacific Power and Light Company and are on private property by easements so that it will be the obligation of the State Highway Commission to reimburse you for the proper and reasonable costs of the adjustments under Policy and Procedure Memorandum 30-4, issued by the Bureau of Public Roads under date of December 31, 1957, a copy of which was sent to you by Mr. W. C. Williams, State Highway Engineer, on February 5, 1958. In the event that any of the work for which the State is to make reimbursement is let to contract your special attention is called to paragraph 6 of PPM 30-4.

In order that we may comply with the Federal regulations, it is requested that you submit a sketch map or maps together with an estimate of the cost of the work in conformance with the requirements of PPM 30-4. These should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. The State will obtain authority to proceed with the necessary work and will notify you when such authority is obtained.

Further details may be secured from Mr. E. J. Hall, Box 543, Astoria, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

RECEIVED
1959
OFFICE OF
STATE HIGHWAY ENGINEER

JWD:RN
cc: Mr. F. B. Klaboe
Mr. Forrest Cooper
Mr. A. G. Skelton
Mr. Curtis Baker (4)
Mr. E. J. Hall, Mr. R. M. Smith & Mr. G. W. Ross

FORM K-129 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
FEB 21 1959
FOR FILING

F-2701
5433

February 20, 1959

Pacific Power and Light Company
Public Service Building
Portland 4, Oregon

Re: Pacific Power and Light Company
Power Line Adjustments
Goble Section
Columbia River Highway
Columbia County

Gentlemen:

Bids on the above titled project will be received on March 3, 1959, and certain of your facilities must be adjusted in order to accommodate the highway construction.

The work involves a power pole near Station 314+20 which is on railroad right of way under the terms of a permit from S.P. & S., dated December 9, 1929. The work also involves a pole located near Station 346 which is on private property under the terms of an easement recorded in Book 125, page 102.

In view of the fact that these facilities are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the adjustment under Policy and Procedure Memorandum 30-4, issued by the Bureau of Public Roads under date of December 31, 1957, a copy of which was sent to you by Mr. W. C. Williams, State Highway Engineer, on February 5, 1958. In the event that any of the work for which the State is to make reimbursement is let to contract your special attention is called to paragraph 6 of PPM 30-4.

In order that we may comply with the Federal regulations, it is requested that you submit a sketch map or maps together with an estimate of the cost of the work in conformance with the requirements of PPM 30-4. These should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. The State will obtain authority to proceed with the necessary work and will notify you when such authority is obtained.

Further details may be secured from Mr. E. J. Hall, Box 543, Astoria, whos is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. F. B. Klaboe
Mr. Forrest Cooper, ✓Mr. A. G. Skelton, Mr. Curtis Baker, Mr. E. J. Hall,
Mr. R. M. Smith & Mr. G. W. Ross

RECEIVED
FEB 16 1959
FOR FILING

F-27

54

February 16, 1959

Mr. M. H. Hoy, Chief Engineer
Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt St.
Portland 7, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans covering structure, grading and paving work on the Goble Section of the Columbia River Highway in Columbia County, bids for which are to be received in Salem on March 3, 1959.

In general, the work to be performed under the contract will not interfere with railroad facilities except between highway Stations 309+00 to 315+40, 315+80 to 318+00 and 330+90 to 346+30 where the new highway parallels your company's tracks to the west and highway fills encroach upon your right of way as indicated on sheets 3 and 4 of the plans. Provisions are set forth on page 6 of the special provisions concerning blasting operations in the vicinity of the railroad under the subheading "Special Rock Excavation Methods".

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations as set forth in the insert "Relations with Railroad Company"; also the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on page 39 of the special provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:bb

cc: G. S. Paxson
J. W. DeSouza

RECEIVED
FEB 16 1959
File ~~FOR~~ FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-27(8)
When replying, refer to
08-35.4
5433

February 13, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-27(8)
Goble Section
Columbia River Highway

Dear Sir:

We have today approved the P. S. and E. documents, subject project. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired and your submission of an acceptable State-Railroad agreement.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

RECEIVED
FEB 1[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER
FORREST COOPER

RECEIVED
FEB 10 1959
FOR FILING

F-27(8)

5433

P

February 9, 1959

Mr. E. F. Moy, Chief Engineer
S.P. & S. Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Mr. Moy:

For your use I am sending you herewith two copies of the special provisions dealing with the protection of your facilities on the Goble project which will be included in the specifications which make up a part of the contract with our contractor covering the work. In recent agreements with the Southern Pacific Company these specifications have been included in the state-railroad agreement and made a part of the contract so that the contract itself can refer to them and be relatively brief. We find that this expedites the drawing of the contracts considerably. This is only a suggestion and we will enter into a contract with you drawn up in a manner similar to past contracts if you so prefer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. C. Williams

RECEIVED
FEB 6 1959
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F-2700

5422

February 4, 1959

Northern Pacific Railroad
916 Smith Tower
Seattle 4, Washington

File No. 29160
Goble-St. Helens Section
Columbia River Highway
Columbia County

ATTENTION: Mr. J. T. Moore
Western Manager Industrial Development

Gentlemen:

In addition to the easements which the State Highway Commission desires to acquire from Northern Pacific and S. P. & S. Railway Company in and near Goble, Oregon, it is necessary that we acquire in fee simple a parcel of land 50 feet in width and 200 feet long as shown by the enclosed sketch. This parcel extends from water to Columbia Street on the westerly side of the track in Goble.

You will note that the boundaries of this parcel will necessitate acquisition of the old bunkhouse near Highway station 316, as well as the old section house near Station 312 that is caught in the easement area. The land for the easement areas, as you are aware, is being handled in a separate transaction by our Mr. Paxson. The two buildings and the parcel of land above referred to are being embodied in this transaction and handled through this office as they represent out-and-out acquisition of the property.

The writer has discussed this matter at some length with Mr. Garrett in the Portland office of S. P. & S. and if acceptable to your company, settlement for the same will be recommended to the Highway Commission as follows:

Land: 10,000 sq. ft. at 7½¢ per sq. ft.	$ 750.00
Section house at Highway station 312, utility value	300.00
Bunkhouse near Highway station 316, utility value	200.00
TOTAL	$1,250.00

In addition to the sketch which is enclosed, you will find four copies of the usual option which is prepared in this office for the acquisition of private property. It is understood, however, that it is not the railroad company's practice to execute such an instrument and these are merely being forwarded as a description of the desired parcel of land for use in preparing a deed.

The buildings above referred to have long since been vacated and at the writer's last inspection were being used for storage of some fencing and sundry tools and supplies. Therefore, no vacation problem is anticipated.

Mr. Garrett is being furnished a copy of this letter and it is assumed that he will be in communication with your office to verify the details of the above proposal. We will appreciate hearing from you at your earliest convenience.

Very truly yours,

E. J. BENNER
Right of Way Supervisor

EJB:ds

Enc. (4 copies of option &
copy of map)

cc: Mr. W. P. Garrett
(1 copy of option & map)
Mr. G. S. Paxson

RECEIVED
FEB - 4 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 37½M 10-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 4, 1959

Mr. W. P. Garrett
Spokane, Portland & Seattle Railway Company
1101 Northwest Hoyt Street
Portland, Oregon

File No. 29160 - Northern Pacific
Goble-St. Helens Section
Columbia River Highway
Columbia County

Dear Mr. Garrett:

Enclosed you will find a copy of the letter which I have today mailed to Mr. Moore of Northern Pacific pursuant to our agreement as to valuation of the 10,000 square feet covered by the above-described file and the two buildings which the State is to acquire at Goble.

In your acknowledgment of this letter, it would be greatly appreciated if you could arrange to grant permission to the Highway Department for commencement of work in this area. While we did not discuss it specifically, I assume that from the present use of the buildings, the railroads have planned for some time back that they would be removed on reasonable notice, but I would also appreciate a statement from you as lessee of the property as to how soon the buildings may be removed so that this will not remain an unanswered question at the time we wish to proceed with arrangements for the work.

Your assistance and cooperation in this and other problems is most sincerely appreciated.

Very truly yours,

E. J. BENNER
Right of Way Supervisor

EJB:ds

Enc. (copy of letter, option
and map)

cc: Mr. G. S. Paxson

RECEIVED
FEB - 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

R

RECEIVED
JAN 29 1959
FOR FILING
F-27(8)
5433

MISC. CONTRACTS and
AGREEMENTS No. 2051

Salem, Oregon
January 27, 1959

Throughway Agreement, Columbia County
Columbia River Highway
Goble Section

596

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copyof a throughway agreement with Columbia County covering the Goble Section of the Columbia River Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Columbia County.

Secretary

rn
Attach: 1

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1959

SUBJECT: Throughway Agreement, Columbia County
Columbia River Highway
Goble Section

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies have been signed by the Court but have not been attested by the clerk. After these copies have been signed by the Highway Commission they will be returned to the county for the clerk to attest and seal. Both copies require your signature of approval.

The project was approved 8/1/58.

C. G. Swenson
Engineer, County and City Relations

By John D. Graham
John D. Graham
Office Engineer

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 8-1-58 Min Page 66
Floyd Query
Secretary

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Jan, 16, 1959

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1958

SUBJECT: Throughway Agreement
Goble Section
Columbia River Highway
Columbia County

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached hereto, are six copies of the above entitled throughway agreement as per your request of December 16, 1958.

Additional copies of this agreement are available.

Richard C. Bemis
RICHARD C. BEMIS
Staff Attorney

RCB:mmb
Att.
cc: L. I. Lindas

RECEIVED
DEC 22 1958
COUNTY [illegible]

RECEIVED
DEC 22 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Offer made by Bennet for easements on Parcel #1

File 29160 (N.P.)

0.88 ac. — #264

File 29065 (SP&S) #104

from the desk of G. S. PAXSON

RECEIVED
FORM E-30 50M 8-58

FOR FILING

5433

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 27, 1959
Salem, Oregon

SUBJECT: File Nos. 29065 - S.P. & S. Rwy. Co.
29160 - Northern Pacific
Goble-St. Helens Section
Columbia River Highway
Columbia County

To: Mr. Glenn Paxson
Assistant Highway Engineer
OFFICE

This is to acquaint you with a few of the points that were discussed in a conference with Mr. W. P. Garrett, Chief Right of Way Agent for S. P. & S. yesterday, January 26th.

As you are aware, the Omaha office of the company is now requesting that a consideration be paid for the easements taken by State Governments or other municipal bodies encroaching on railroad right of way. Based upon 10 per cent of the values that our outside appraiser has fixed for the fee taking, Mr. Garrett and I have agreed on a price of $264.00 for the easement requested under file 29160 for 0.88 of an acre. This is the easement taken from the Northern Pacific ownership. The consideration fixed on Parcel No. 1 of file 29065 (S. P. & S.) has been fixed at $104.00 for 0.38 of an acre.

It is probably in order for us to amend our request for these easements by offering consideration in these amounts. A price has been fixed on only Parcel No. 1 of each of these descriptions as they are the ones covering a permanent easement. The other two parcels I understand are to be handled by a construction agreement with the railroad and will have no permanency.

Mr. Garrett explained that further processing of the matter is only being held up pending Mr. Moy's checking of the descriptions of the parcels involved as we have submitted them. As soon as this is done, the whole proposal will be submitted to the Omaha office and if no objection is offered to the price of the buildings which has been tentatively agreed upon between Mr. Garrett and myself, the whole matter should move toward an early closing. It at least will be in a form suitable for submission to the Highway Commission for its approval, we hope, by the next meeting.

E J Benner

E. J. BENNER
Right of Way Supervisor

EJB:ds

cc: J. D. Walker

RECEIVED
JAN 27 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FIED
PAXSON

RECEIVED
JAN 28 1959
FOR FILING

F-270

5433

files R

January 27, 1959

County Court of Columbia County
Court House
St. Helens, Oregon

Gentlemen:

We are enclosing for the records and files of Columbia County a fully executed copy of a Throughway Agreement between the State Highway Commission and Columbia County covering the Goble Section on the Columbia River Highway in Columbia County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
[illegible] 1959
FOR FILING
F-27([illegible])

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1959

SUBJECT: Right of Way File 29065
Northern Pacific Railroad
Goble Section
Columbia River Highway

To: 5433

Mr. G. S. Paxson
Assistant State Highway Engineer
Office

The 50' x 200' parcel of property in the vicinity of Station 315 of the subject section, said parcel being referred to in the letter from the Northern Pacific Railroad Company dated January 9, 1959, was not shown on the encroachment map due to the fact that the proper documents were made to acquire title to this property rather than including it in the encroachment.

This piece of property lies outside of the normal railroad right of way line and is directly under our proposed roadbed. Due to these conditions, it was thought better to acquire this parcel rather than to get an encroachment on it.

J. D. Walker
Division Engineer

By R. D. Asburry

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. W. C. Williams
Mr. Walter Wright

NOTED
[illegible]

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
January 13, 1959

Railroad encroachments
near Goble

Mr. J. D. Walker

Herewith copy of a letter from the Northern Pacific Railway Company with reference to some additional right of way in Goble. Will you please advise whether we need this property and, if so, give me a map showing the acquisition required.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. Walter Wright

NOTED

NORTHERN PACIFIC RAILWAY COMPANY

PROPERTIES AND INDUSTRIAL DEVELOPMENT DEPARTMENT

J. T. MOORE,
Western Manager,
Industrial Development

919 [redacted] SMITH TOWER
SEATTLE 4, WASH.

M. H. NIXON,
L. M. JENNER,
C. R. WATSON,
Industrial Agents

January 9, 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson, Assistant State Highway Engineer

Gentlemen:

I received your letter of December 26, 1958 about the proposed easement from this company to the State of Oregon to cover encroachment of a highway slope at Goble, and the matter is under consideration.

The existing highway apparently now occupies a portion of our property at and near your station 315. By deed dated August 17, 1896 and recorded the same date in Volume Q of deeds, Page 447, Records of Columbia County, George S. Foster conveyed to our predecessor the following premises:

"That certain piece of unplatted land in the townsite of Goble, county and state aforesaid, which lies between the right of way of the Northern Pacific Railroad and Front Street and between Columbia Street and Water Street produced; as shown on the plat of Goble which is recorded in Book "K" of deeds, Page 769, Records of Columbia County, Oregon, to which plat particular reference is made for a more complete description hereof."

My records indicate that the above parcel of land, to which we still assert title, is a parcel 50 feet from east to west and 200 feet from north to south adjoining the westerly line of what your map shows as our right of way between the two most southerly streets shown on your map (between your sections A-A and B-B). I assume you desire that the above-mentioned tract of land be included in the easement.

Yours very truly,

J. T. Moore
Western Manager
Industrial Development

LMJ:db

RECEIVED
[illegible]

RECEIVED
JAN 12 1959
OFFICE OF
STATE HIGHWAY ENGINEER

January 9, 1959

Mr. H. F. Roy, Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

In reply to your letter of January 5 in which you refer to the matter of encroachments near Goble, I wish to advise as follows:

Our reason for asking for a temporary construction easement in the vicinity of Section [illegible] was, in general, for the purpose of obtaining needed rock for use in other parts of the project. As you point out, it might be possible to get through this area without an encroachment; however, it would require practically vertical slopes from our ditch line and we are reluctant to use such a section, which is not in conformance with our standards.

It was our thought that by removing this rock, which we can use in other parts of the project, leaving a fairly flat back slope would make for a better section and still leave ample protection to the railroad. We would be glad to have this matter deleted from the formal encroachment agreement and handle it as you suggest in your letter.

You state that there is an apparent discrepancy between the slope line shown on the map at Section [illegible] and the slope line indicated on the cross section at Section [illegible]. I scale the distance on both the map and the cross section at approximately 55 feet; however, it may be that you refer to some other feature of the section.

We shall be glad to furnish any additional information that you may need. I am sending you two more prints of the drawing as per your request.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

NOTED
G. S. PAXSON

FC:fh
Encl.
cc Mr. [illegible] Garrett
Mr. W. C. Williams
Mr. G. S. Paxson
Mr. Walter T. Wright
Mr. J. D. Walker

FORM 1812

SPOKANE, PO LAND AND SEATTLE RAILW COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

H. F. MOY,
SECRETARY
CHIEF ENGINEER

1959 OREGON CENTENNIAL CELEBRATION

January 5, 1959

Mr. G. S. Paxson
Asst. State Highway Engr.
State of Oregon
Highway Department
Salem, Oregon

Dear Sir:

I have your letter of December 26, 1958, as well as your Drawing 8B-5-8, dated December 1958, furnished with said letter. For our use in handling this matter through to a rapid conclusion I would appreciate receiving two more drawings at your earliest convenience.

One thing that is rather confusing on this drawing is the area designated as Parcel 3 near our Station 2080+00. Your Section BB shows this area to be in a rock cut and obviously additional right of way is not needed. The dotted line across this parcel which apparently is the limit of construction does not coincide with your Section BB.

We are reluctant to enter into a temporary construction easement, and if this area is to be used primarily during construction, and no further use made of our right of way after construction, we would prefer to handle this in a construction contract covering other incidentals necessary to the work during the actual construction. Your comments on this matter would be appreciated.

Very truly yours

H F Moy
Chief Engineer

RECEIVED
JAN 7 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER

HFM-o

cc- Mr. W. P. Garrett

NOTED

FORM E-123 5M 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 29, 1958

Hon. John W. Whipple
Columbia County Judge
Courthouse
St. Helens, Oregon

Dear Judge Whipple:

Enclosed are two copies of an agreement covering the Goble Section of the Columbia River Highway in Columbia County.

Will you please present the agreement to the Court, and if approved, have both copies signed by the Court, attested, and sealed by the clerk, and return both copies to this office. After signature by the Highway Commission one fully executed copy will be returned for the County's records.

This agreement is similar to one signed by the Court in connection with construction of the Goble-Tide Creek Section of the Columbia River Highway.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm
Encl.

RECEIVED
JAN 15 1959
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
DEC 29 1958
FOR FILING

F 22(c)

5422

December 26, 1958

Mr. J. T. Moore
Western Manager, Industrial Development
Northern Pacific Railway Company
919 Smith Tower
Seattle 4, Washington

Dear Sir:

Re: Railroad encroachments
near Goble

Reference is made to your letter of December 12 in which you gave us the description of the Northern Pacific Railway Company's property near Goble which had been transferred to the S.P.& S. Railway Company. I am attaching hereto two prints from our Drawing 8B-5-8, revised December 19, 1958. On this drawing we have shown two easements required from the Northern Pacific Railway Company. I am also attaching two copies of the descriptions for these easements, which are shown as Parcels 1 and 2.

On this map was also shown Parcel 3 which covered a proposed access road across Northern Pacific property lying east of the operating railroad right of way. I have marked out this encroachment as we have abandoned the idea of giving access to the Anderson property because of the excessive cost of constructing the access road. The description for this Parcel 3 is also shown on the sheet giving the descriptions and has likewise been marked out. We now propose to acquire access rights to our highway from the Anderson property, rather than attempt to serve it.

The two parcels on which we require encroachment are colored in green on the attached map. You will note from the sections shown on the map that these encroachments are for slope easements only and do not preclude the use of your right of way for your railroad purposes. In the past such easements have been granted without consideration, or at least only in a nominal amount. There is, however, an abandoned building opposite your Station 2073 for which you should be paid. I am asking our Right of Way Division to contact Mr. Garrett, Right of Way and Tax Agent of the S.P.& S. Railway Company in Portland, to establish a value of this building.

We are anxious to award a contract for this section of highway in

FORREST COOPER

the very near future and anything you can do to expedite the granting of easements would be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. H. F. Moy, Chief Engineer
S.P.& S. Railway Company
Portland, Oregon

Mr. W. P. Garrett
Right of Way and Tax Agent
S.P.& S. Railway Company
Portland, Oregon

Mr. W. C. Williams
Mr. R. L. Porter
Mr. J. D. Walker

DESCRIPTION ONLY

Northern Pacific Railway Company
Goble-St. Helens Section
Columbia County

File No. 29160
RR 12-19-58
8B-5-8
Columbia River Highway

Right of Way and Railroad Encroachment

PARCEL NO. 1
A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the Northern Pacific Railway Company; the said parcel being described as follows:

Beginning at a point on the Westerly right of way line of the Northern Pacific Railway Company, said point being 50 feet Westerly from (when measured at right angles to) the center line of the main line of said railway at Station 2070+70; thence Easterly at right angles to said center line 25 feet to a line which is parallel to and 25 feet Westerly of said center line; thence Northerly parallel to and 25 feet Westerly of said center line 660 feet to a line at right angles to said center line at Station 2077+30; thence Westerly at right angles to said center line 25 feet to the Westerly right of way line of said railway; thence Southerly along said right of way line 660 feet to the point of beginning.

The parcel of land to which this description applies contains 0.38 acre.

PARCEL NO. 2 A temporary railroad slope easement for the construction period, over or on the following described property, to-wit:

A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the Northern Pacific Railway Company; the said parcel being described as follows:

Beginning at a point on the Westerly right of way line of the Northern Pacific Company, said point being 50 feet Westerly from (when measured at right angles to) the center line of the main line of said railway at Station 2077+70; thence Easterly at right angles to said center line 25 feet to a line which is parallel to and 25 feet Westerly of said center line; thence Northerly and parallel to said center line 146.6 feet to a point opposite Station 2079+16.6; thence Westerly at right angles to said center line 25 feet to the Westerly right of way line of said railway; thence Southerly along said right of way line 146.6 feet to the point of beginning.

The parcel of land to which this description applies contains 3,665 square feet.

~~PARCEL NO. 3 A permanent easement for an access road over or on the following de~~scribed parcel, to-wit:

A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the Northern Pacific Railroad Company; the said parcel being that portion of said railroad right of way lying Easterly of that property described in that deed to the Astoria and Columbia River Railroad Company, recorded in Book "Q", Page 616, of Columbia County Deed Records and included in a strip of land 20 feet in width, 10 feet on each side of the center line of an access road, which access road center line is described as follows:

Beginning at Engineer's center line Station 0+00 which Station equals Station 319+00 on the center line of the relocated Columbia River Highway, said Station being 564.5 feet North and 473 feet East of the initial point of Goble; thence North 82° 29' 23" East, a distance of 130.45 feet; thence North 1° 40' 19" West, a distance of 464.17 feet; thence North 9° 13' 19" West, a distance of 421.60 feet; thence North 23° 41' 19" West, a distance of 531.40 feet to Station 15+47.62, said center line crosses the Northerly line of said railroad right of way approximately at Station 14+86.92.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

Goble-St. Helens Section 8B-5-8

Columbia County Columbia River Highway

Right of Way and Railroad Encroachment

PARCEL NO. 1

A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the Northern Pacific Railway Company; the said parcel being described as follows:

Beginning at a point on the Westerly right of way line of the Northern Pacific Railway Company, said point being 50 feet Westerly from (when measured at right angles to) the center line of the main line of said railway at Station 2070+70; thence Easterly at right angles to said center line 25 feet to a line which is parallel to and 25 feet Westerly of said center line; thence Northerly parallel to and 25 feet Westerly of said center line 660 feet to a line at right angles to said center line at Station 2077+30; thence Westerly at right angles to said center line 25 feet to the Westerly right of way line of said railway; thence Southerly along said right of way line 660 feet to the point of beginning.

The parcel of land to which this description applies contains 0.38 acre.

PARCEL NO. 2 A temporary railroad slope easement for the construction period, over or on the following described property, to-wit:

A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the Northern Pacific Railway Company; the said parcel being described as follows:

Beginning at a point on the Westerly right of way line of the Northern Pacific Company, said point being 50 feet Westerly from (when measured at right angles to) the center line of the main line of said railway at Station 2077+70; thence Easterly at right angles to said center line 25 feet to a line which is parallel to and 25 feet Westerly of said center line; thence Northerly and parallel to said center line 146.6 feet to a point opposite Station 2079+16.6; thence Westerly at right angles to said center line 25 feet to the Westerly right of way line of said railway; thence Southerly along said right of way line 146.6 feet to the point of beginning.

The parcel of land to which this description applies contains 3,665 square feet.

~~PARCEL NO. 3 A permanent easement for an access road over or on the following de-~~scribed parcel, to-wit:

A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the Northern Pacific Railroad Company; the said parcel being that portion of said railroad right of way lying Easterly of that property described in that deed to the Astoria and Columbia River Railroad Company, recorded in Book "Q", Page 616, of Columbia County Deed Records and included in a strip of land 20 feet in width, 10 feet on each side of the center line of an access road, which access road center line is described as follows:

Beginning at Engineer's center line Station 0+00 which Station equals Station 319+00 on the center line of the relocated Columbia River Highway, said Station being 564.5 feet North and 473 feet East of the initial point of Goble; thence North 82° 29' 23" East, a distance of 130.45 feet; thence North 1° 40' 19" West, a distance of 464.17 feet; thence North 9° 13' 19" West, a distance of 421.60 feet; thence North 23° 41' 19" West, a distance of 531.40 feet to Station 15+47.62, said center line crosses the Northerly line of said railroad right of way approximately at Station 14+86.92.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

~~The parcel of land to which this description applies contains 0.65 acre.~~

fd/

December 26, 1958

Mr. H. F. Moy
Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Re: Railroad encroachment near Goble

Dear Sir:

Under date of December 12 I received a letter from Mr. J. T. Moore, Western Manager, Industrial Development of the Northern Pacific Railway Company, furnishing descriptions establishing the division of ownership between the S.P.& S. Railway Company and the Northern Pacific Railway Company, near Goble. We have revised our Drawing [illegible]-5-8, dated December 1958, to show the correct division of ownership. I am attaching a copy of this map.

On this map are shown two parcels for which we require a grant of easement from the S.P.& S. Railway Company. Also on the map is shown an easement across the railroad tracks in Goble which is on property owned by the S.P.& S. Company and an easement for an access road connecting this grade crossing to the Anderson property across Northern Pacific Railway Company property. I have marked out these two easements as we have abandoned the proposal to give access to the Anderson property. We propose to acquire any access rights which Mr. Anderson has to our highway. I am showing in orange the two parcels which we are requiring from the S.P.& S. Railway Company.

I am also attaching a copy of the descriptions for Parcels 1 and 3 which are the parcels upon which we require encroachment. I have marked out on this sheet the description for Parcel 2 which is the area that would have been required had we gone ahead with the construction of the access road.

We want to get this section of highway under contract in the immediate future and anything you can do to expedite consideration of the grant of these easements will be appreciated.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

W. C. Williams
R. L. Porter
J. D. Walker
GSP:gm

cc Mr. J. T. Moore
Western Manager, Industrial Development
Northern Pacific Railway Company
Seattle, Washington

Mr. W. P. Garrett
Right of Way and Tax Agent
S.P.& S. Railway Company
Portland, Oregon

DESCRIPTION ONLY

S. P. & S. Railway Company
Goble
Columbia County

Right of Way

File No. 29065
RR 12-19-58
8B-5-8
Columbia River Highway

PARCEL NO. ONE:

A parcel of land lying in Section 12, Township 6 North, Range 2 West, W. M., Columbia County, Oregon, and being a portion of that property described in that certain deed to Astoria & Columbia River Railroad Company, recorded in Book "Q", Page 616 of Columbia County Records of Deeds; the said parcel being described as follows:

Beginning at a point on the Westerly right of way line of the S. P. & S. Railway Company, said point being 50 feet Westerly from (when measured at right angles to) the center line of the main track of said railway at Railroad Station 2108+50; thence Northeasterly at right angles to said center line, 30 feet to a line which is parallel with and 20 feet Westerly of said railroad center line; thence Southerly parallel with and 20 feet Westerly of said center line, a distance of 1150 feet, more or less, to a point which is 20 feet Westerly from (when measured at right angles to) said railroad center line at Railroad Station 2097+00; thence Westerly at right angles to said center line 20 feet; thence Southerly parallel with and 40 feet Westerly of said railroad center line, a distance of 400 feet to a point which is 40 feet Westerly from (when measured at right angles and or radially to) said center line at Railroad Station 2093+00; thence Westerly at right angles and or radially to said Railroad center line, 10 feet to the Westerly right of way line of said railroad; thence Northerly along said right of way line 1550 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 0.88 acre.

~~PARCEL NO. TWO: A permanent easement for an access road over or on the following described parcel, to wit:~~

~~A parcel of land lying in Section 12, Township 6 North, Range 2 West, W. M., Columbia County, Oregon, and being a portion of that property described in that certain deed to Astoria & Columbia River Railroad Company recorded in Book "Q", Page 616 of Columbia County Records of Deeds; the said parcel being that portion of said property included in a strip of land 20 feet in width, 10 feet on each side of the center line an access road, which access road center line is described as follows:~~

~~Beginning at Engineer's center line Station 0+00, which Station equals Station 319+00 on the center line of the relocated Columbia River Highway, said Station being 564.5 feet North and 473 feet East of the initial point of Goble; thence North 82° 29' 23" East, 100 feet to Station 1+00, said center line crosses the Easterly line of said property at Station 0+62.~~

~~(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)~~

~~The parcel of land to which this description applies contains 640 square feet, more or less.~~

PARCEL NO. THREE: A temporary railroad easement for slope (construction period) over or on the following described parcel, to wit:

A parcel of land lying in Section 12, Township 6 North, Range 2 West, W. M., Columbia County, Oregon, and being a portion of that property described in that certain deed to Astoria & Columbia River Railroad Company, recorded in Book "Q", Page 616 of Columbia County Records of Deeds; the said parcel being described as follows:

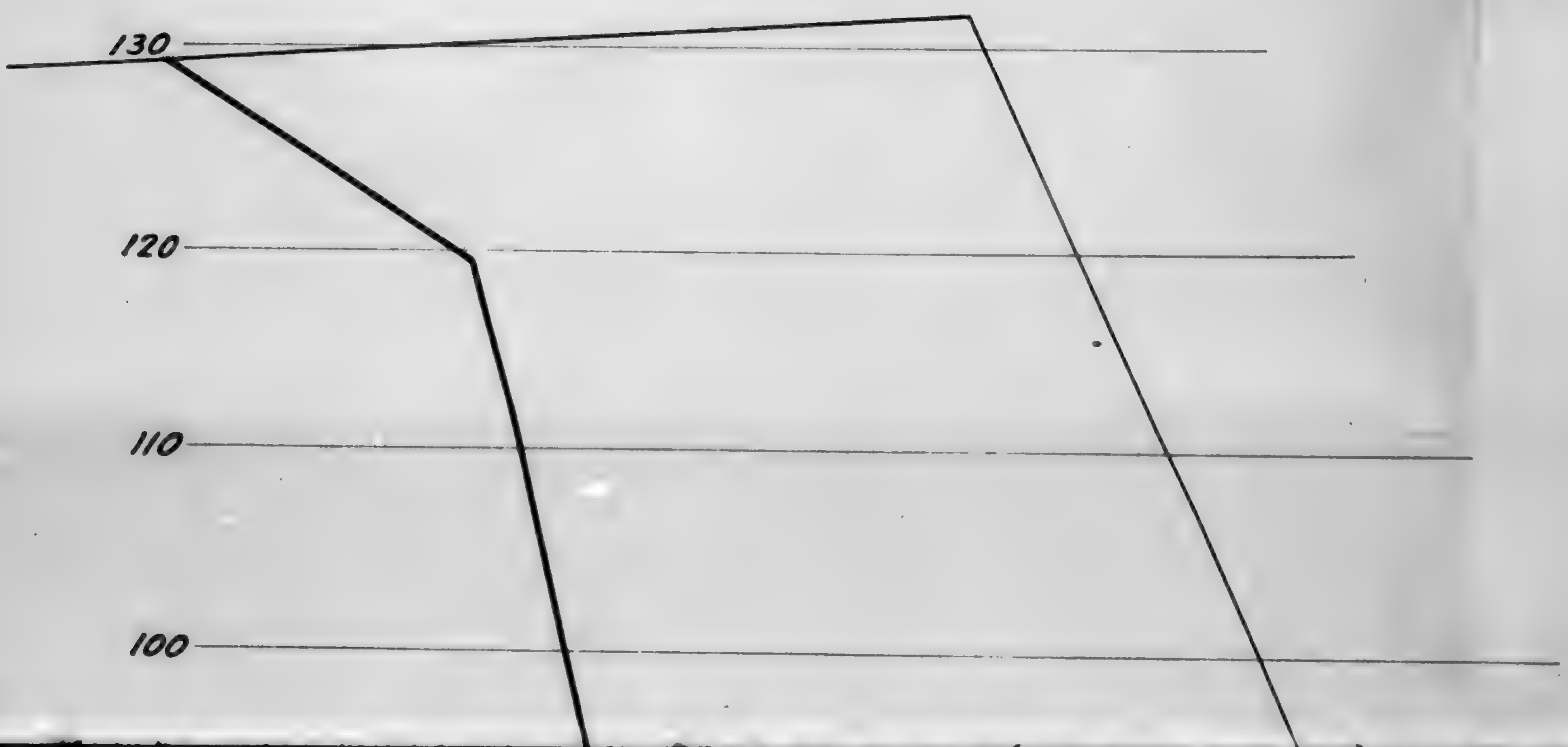
Beginning at a point on the Westerly right of way line of the S. P. & S. Railway Company, said point being 50 feet Westerly from (when measured at right angles to) the center line of the main track of said Railway at railroad Station 2080+70; thence Southeasterly in a straight line 74.3 feet to a point 25 feet Westerly from (when measured at right angles to) said railroad center line at Railroad Station 2080+00; thence Southerly parallel with and 25 feet Westerly of said railroad center line, a distance of 83.4 feet to a line at right angles to said railroad center line at Railroad Station 2079+16.6; thence Westerly at right angles to said railroad center line, 25 feet to the Westerly right of way line of said railroad; thence Northerly along said right of way line, 153.4 feet to the point of beginning.

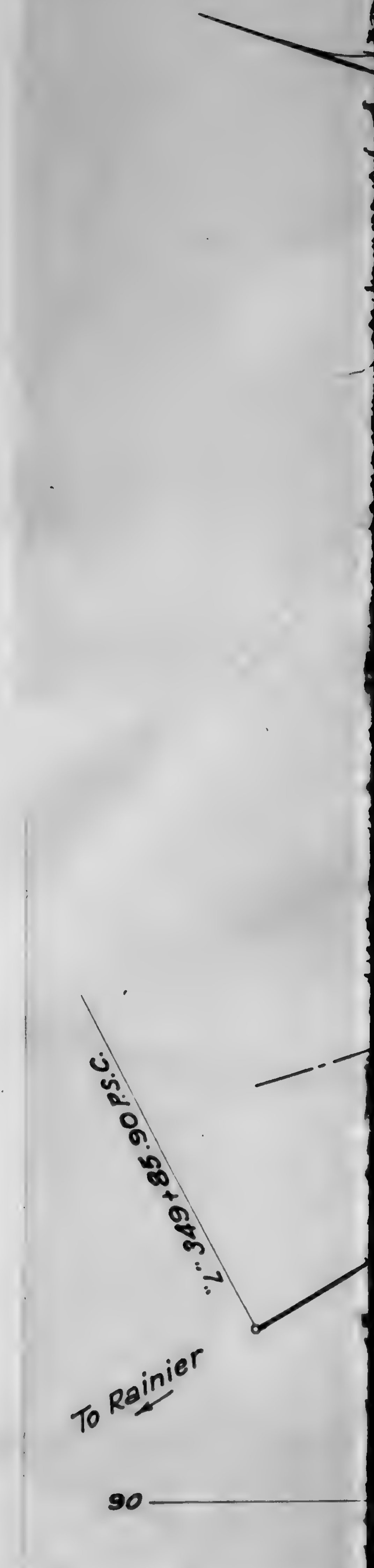
EXCEPT therefrom that portion lying within Parcel No. 2.

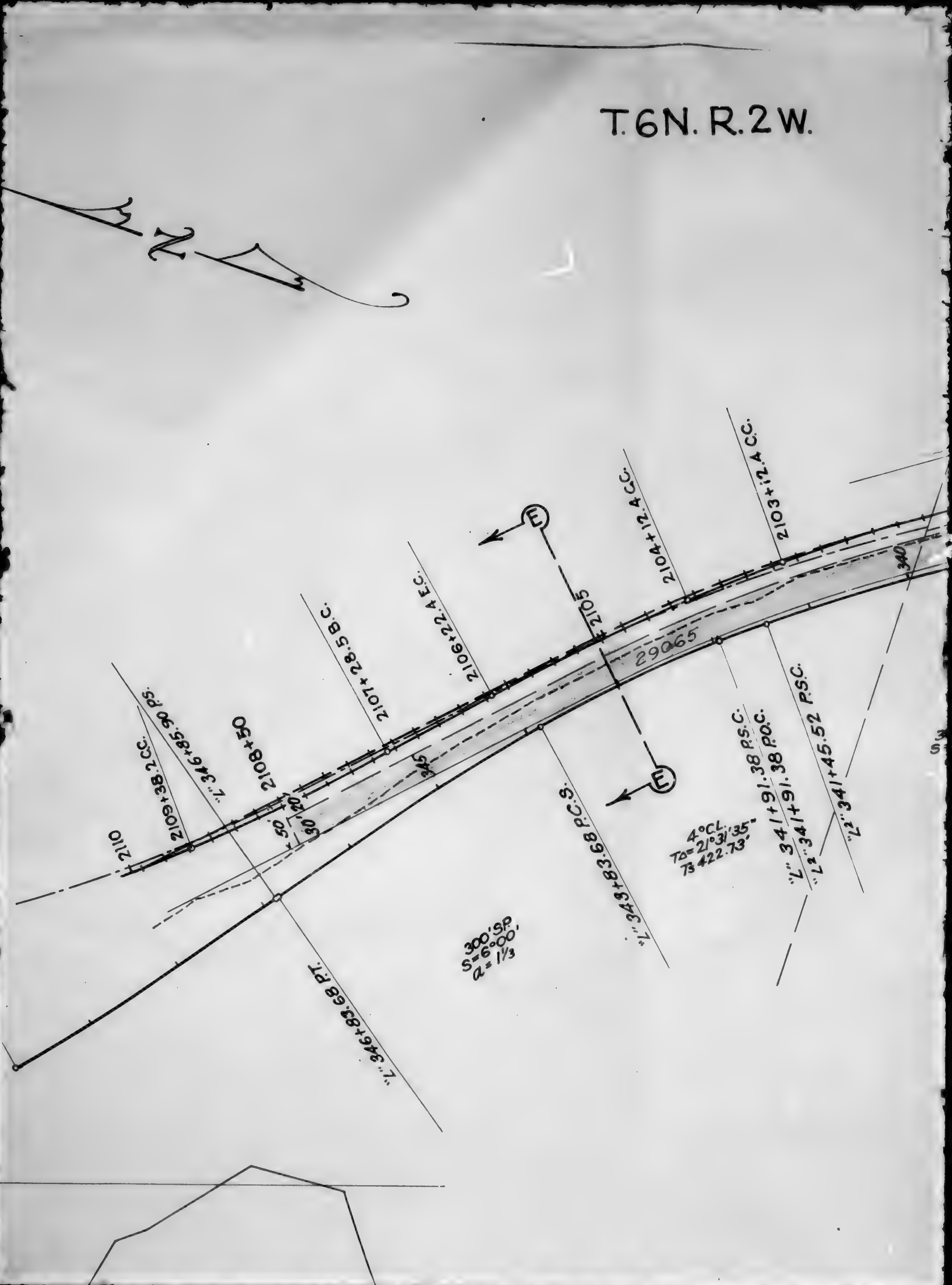
The parcel of land to which this description applies contains 2960 square feet.

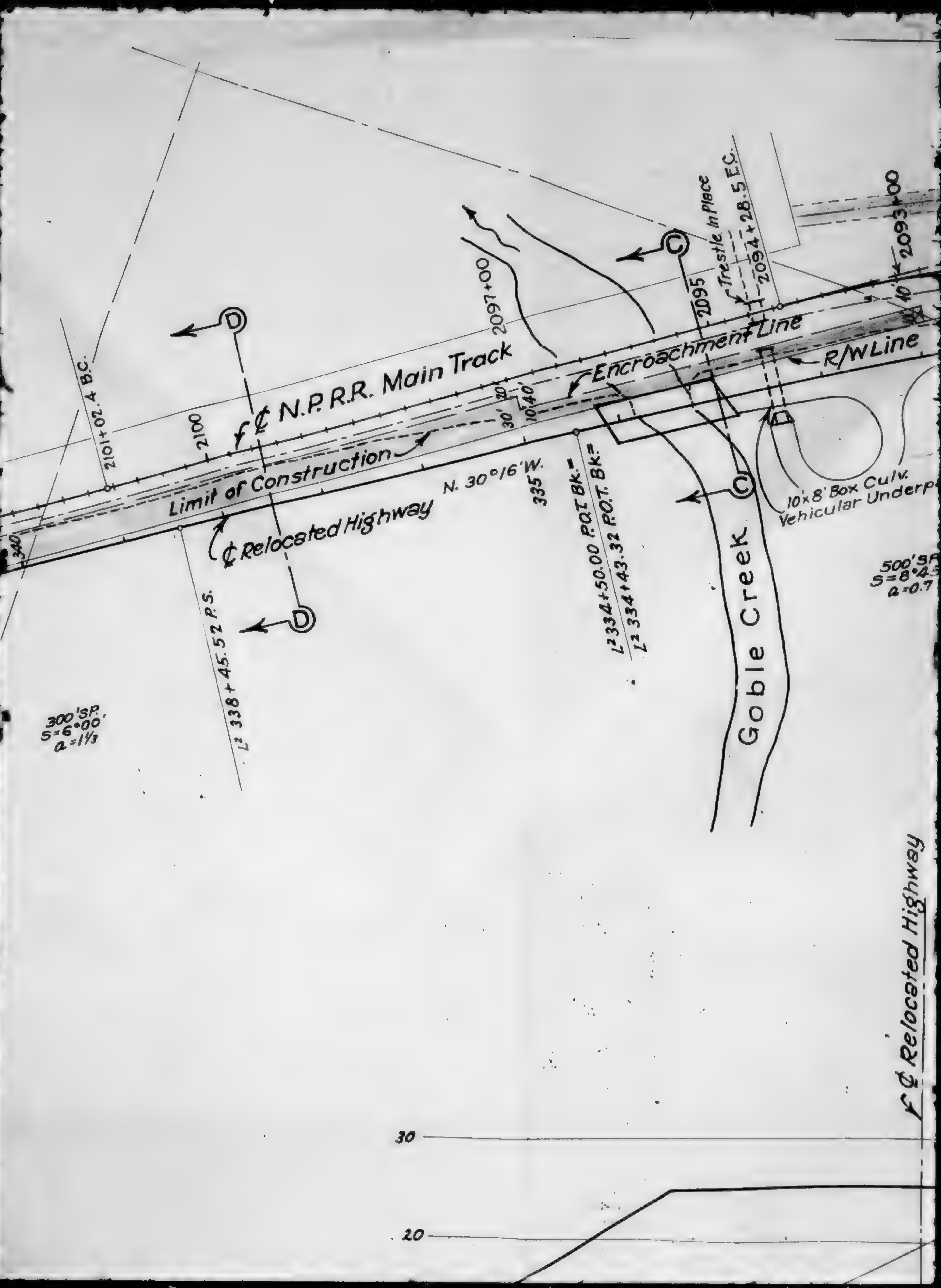
if/fd

8-2-88

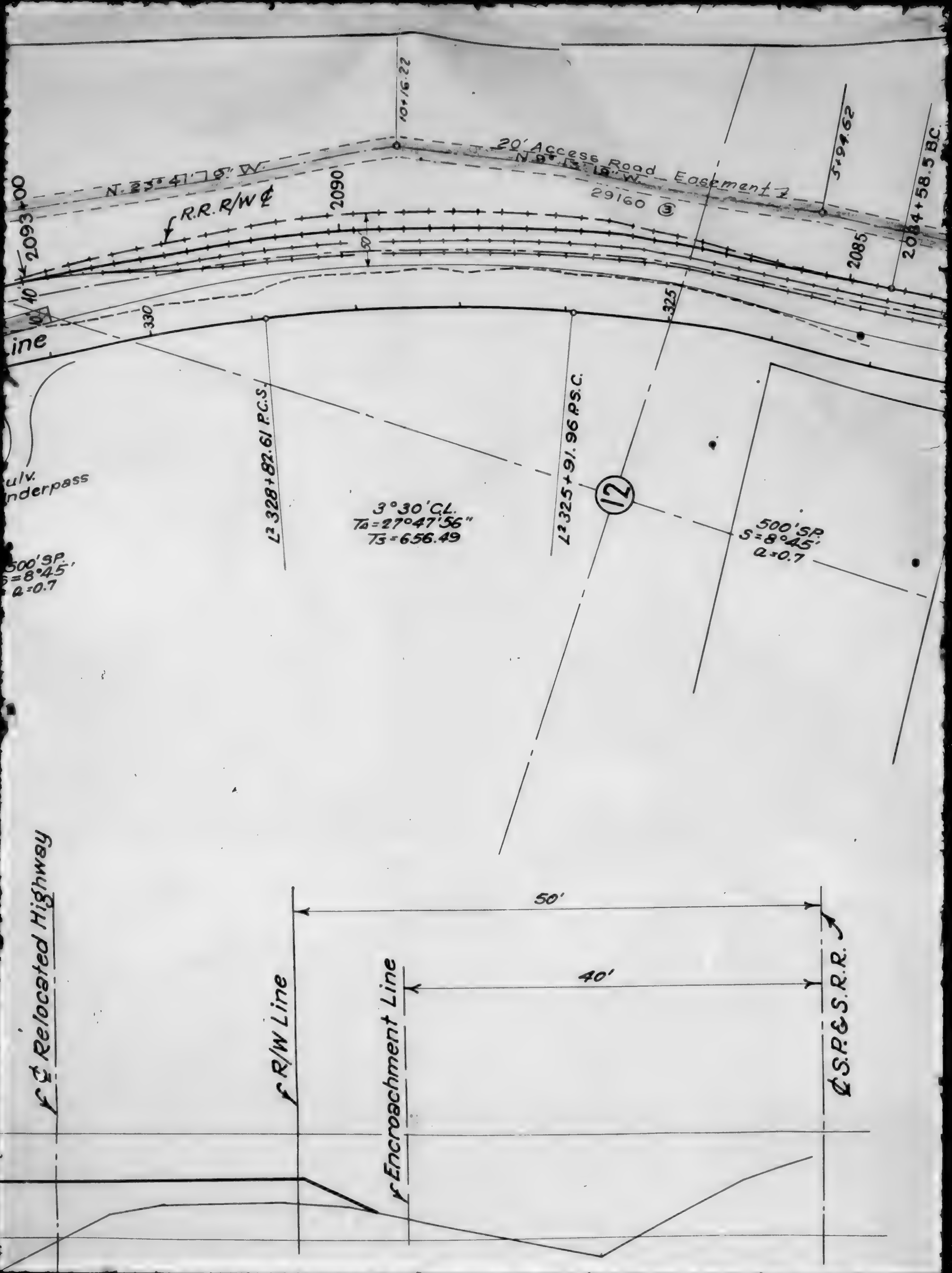


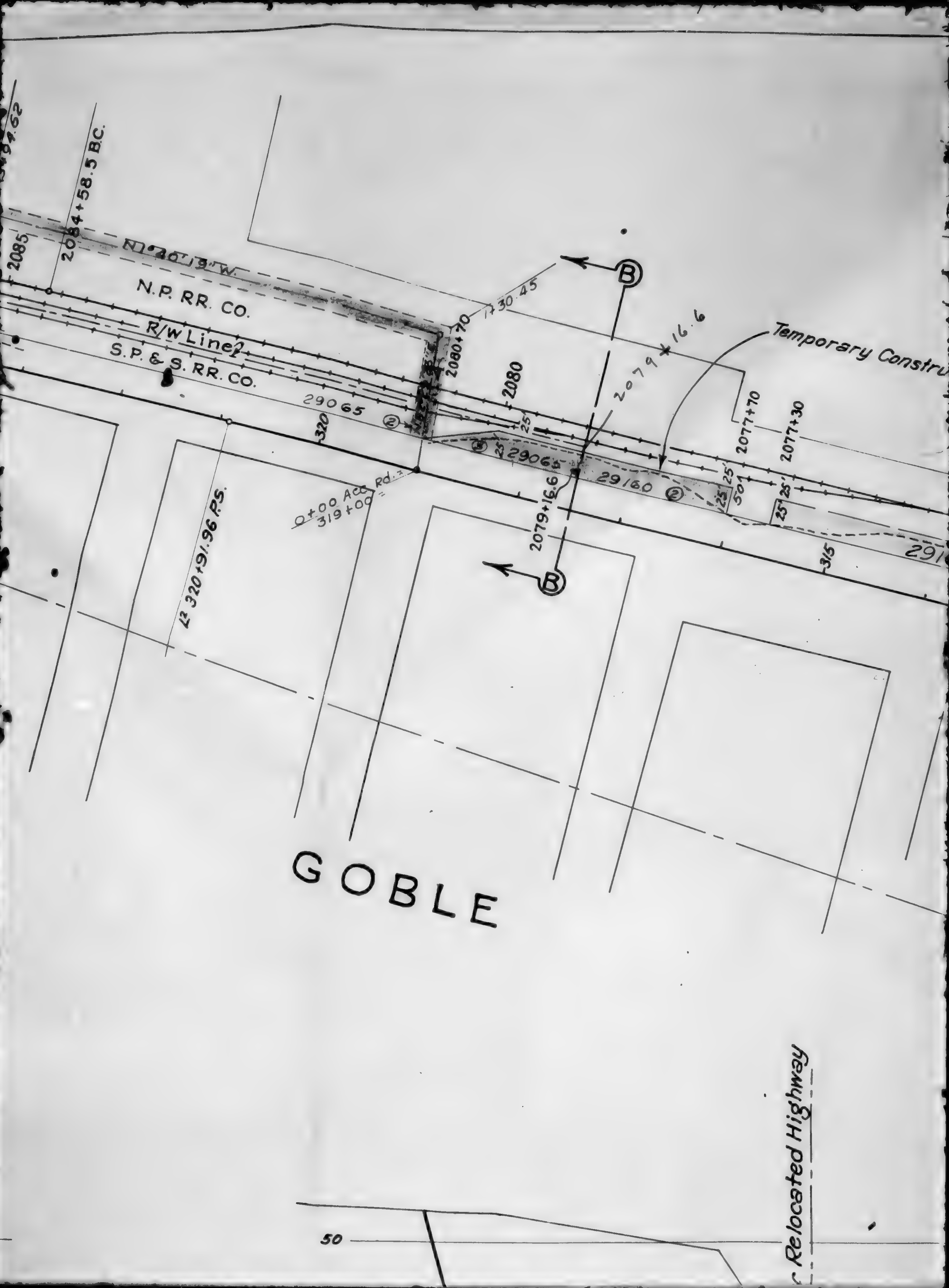

"L" 349+85.90 P.S.C.
To Rainier
90

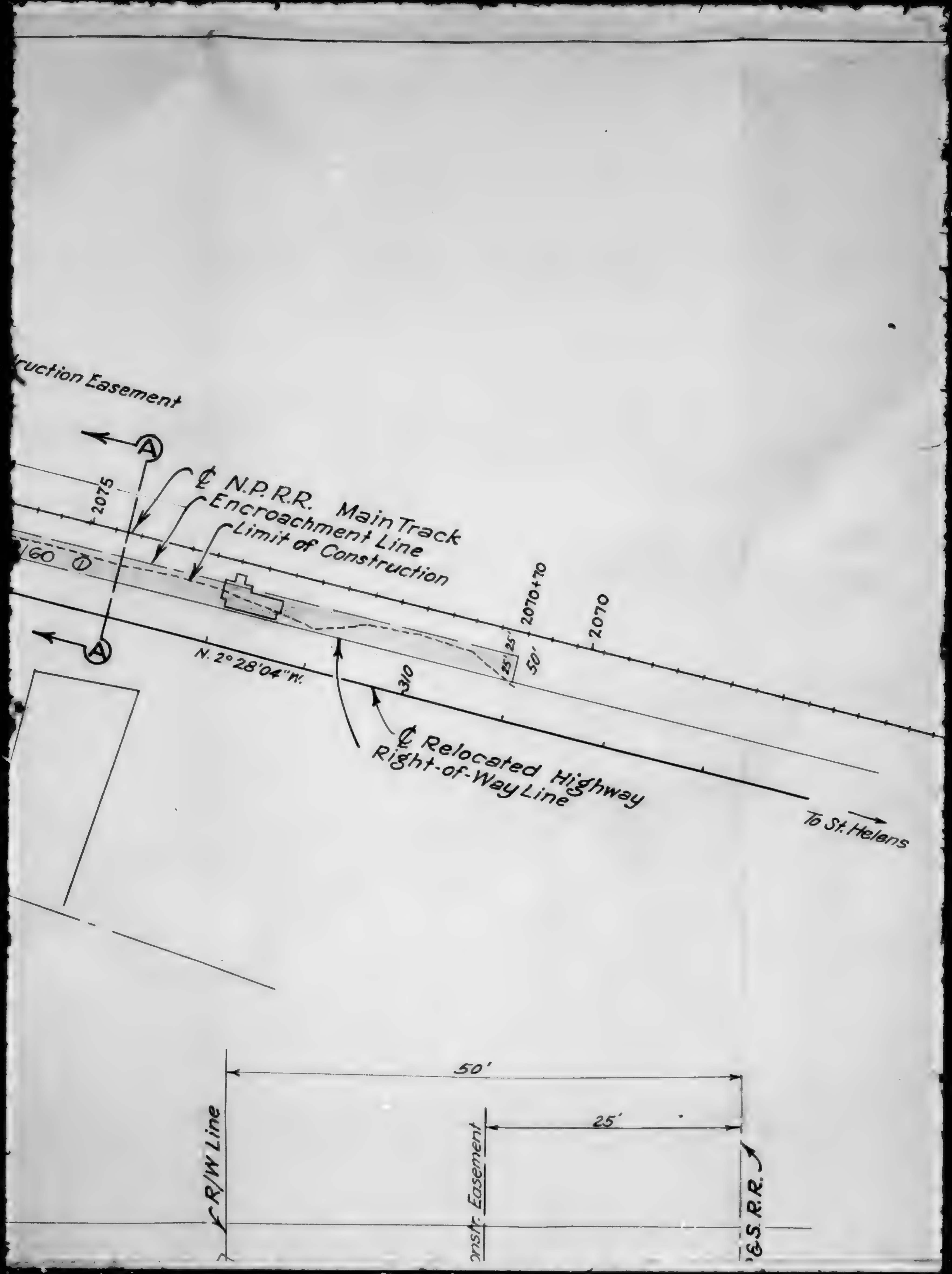

T.6N. R.2W.
N
2110
2109+38.2 C.C.
"L" 346+85.90 P.S.
2108+50
50
30'
20'
345
2107+28.5 B.C.
2106+22.4 E.C.
2105
E
E
29065
2104+12.4 C.C.
2103+12.4 C.C.
340
"L" 343+83.68 P.C.S.
4°C.L.
T∆=21°31'35"
T3 422.73'
"L" 341+91.38 P.S.C.
"L2" 341+91.38 P.O.C.
"L2" 341+45.52 P.S.C.
300' S.P.
S=6°00'
a=1 1/3
"L" 346+83.68 P.T.

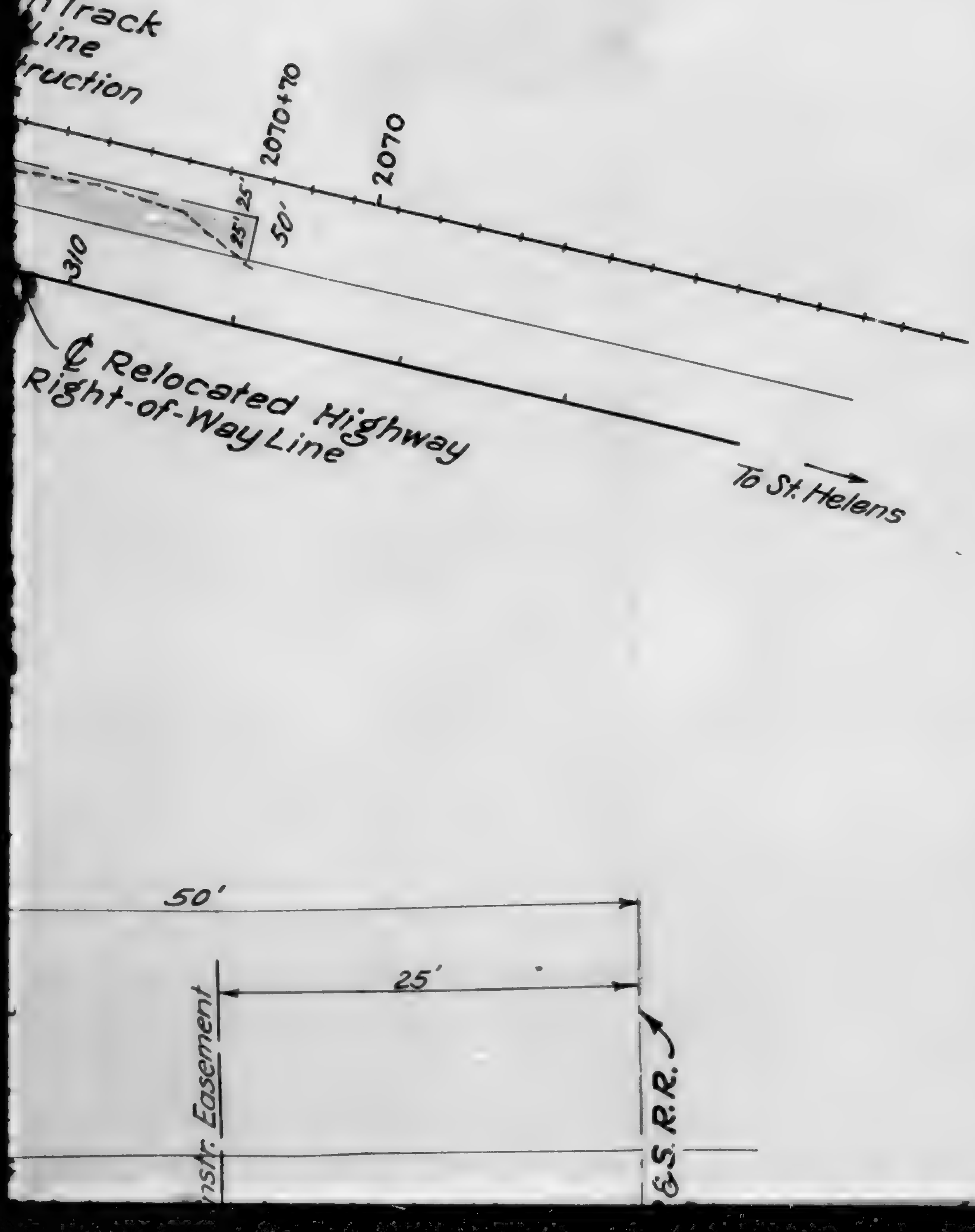


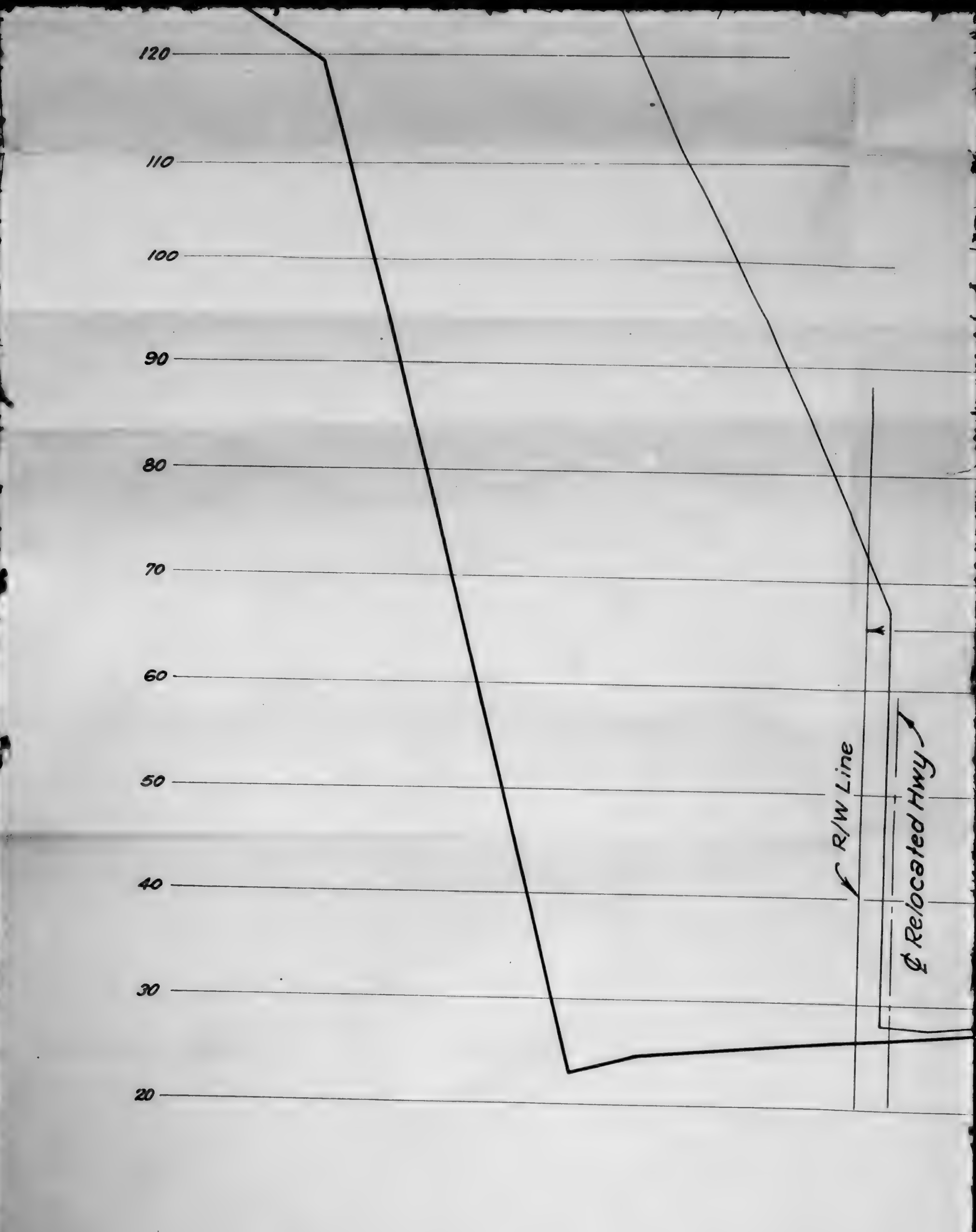
℄ N.P.R.R. Main Track
Limit of Construction
℄ Relocated Highway
N. 30°16' W.
Encroachment Line
R/W Line
Trestle In Place
2094+28.5 E.C.
2093+00
2095
2097+00
2100
2101+02.4 B.C.
340
335
30'
20'
10'
40'
10'
40'
L² 338+45.52 P.S.
L² 334+50.00 P.O.T. Bk.=
L² 334+43.32 P.O.T. Bk.=
Goble Creek
10'x 8' Box Culv.
Vehicular Underpa
500' SP.
S=8°45
a=0.7
300' SP.
S=6°00'
a=1⅓
C
C
D
D
℄ Relocated Highway
30
20

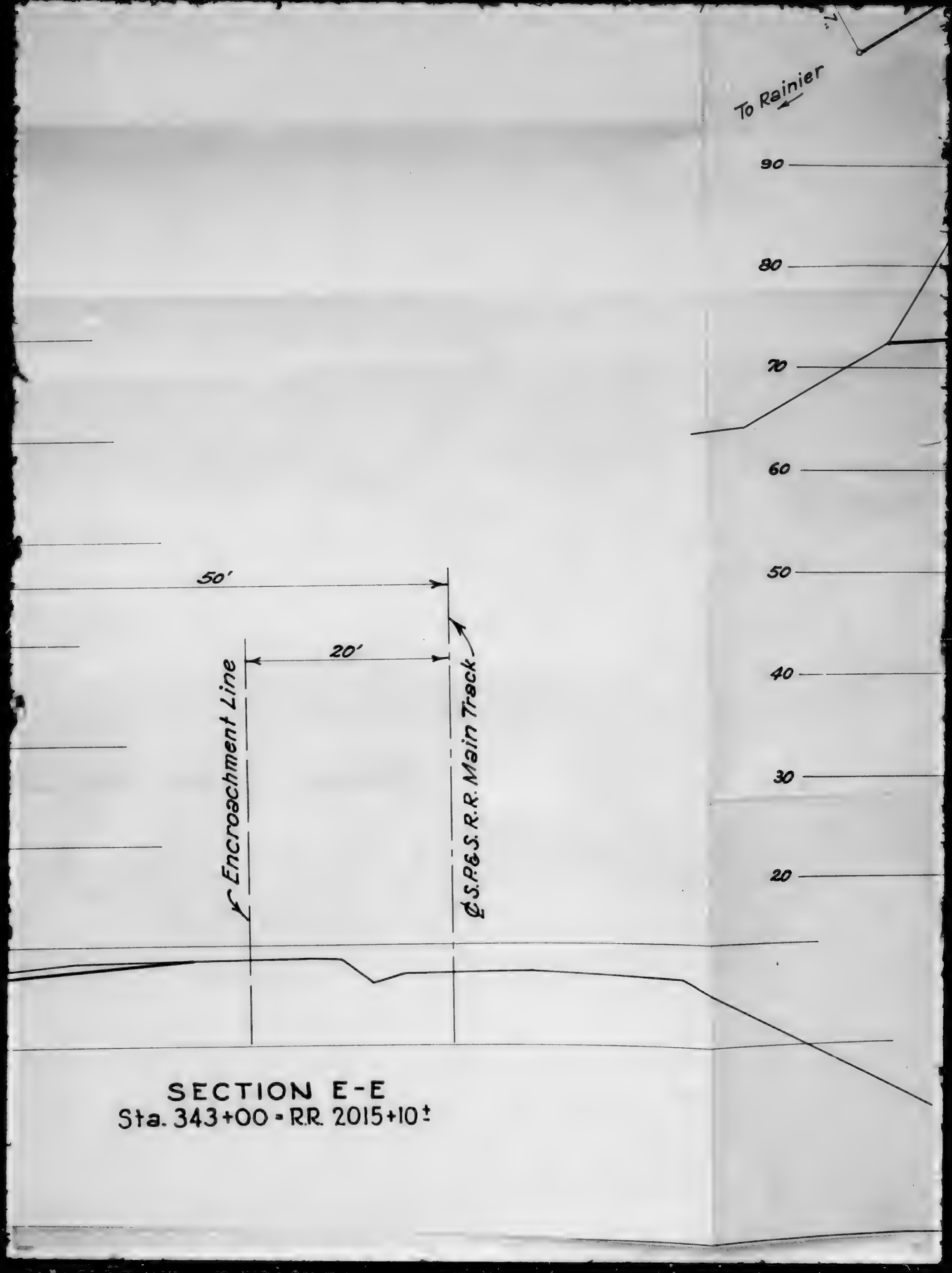

10+16.22
20' Access Road Easement
N.8°13'19"W.
N.23°41'18"W.
29160 ③
5+94.62
2084+58.5 B.C.
2093+00
2090
2085
R.R. R/W ℄
50
40
10
330
325
Line
L² 328+82.61 P.C.S.
L² 325+91.96 P.S.C.
⑫
3°30' C.L.
Ta=27°47'56"
Ts=656.49
500' SP.
S=8°45'
a=0.7
500' SP.
S=8°45'
a=0.7
Culv.
Underpass
℄ Relocated Highway
R/W Line
Encroachment Line
℄ S.P.&S.R.R.
50'
40'


2084+58.5 B.C.
2085
N1°40'13" W.
N.P. RR. CO.
R/W Line
S.P. & S. RR. CO.
29065
②
320
2080+70
1+30.45
2080
B
2079+16.6
Temporary Constru
2077+70
2077+30
25
29065
29160
②
25
50
25
25
0+00 Acc. Rd. =
319+00
2079+16.6
B
320+91.96 P.S.
315
291
GOBLE
50
Relocated Highway

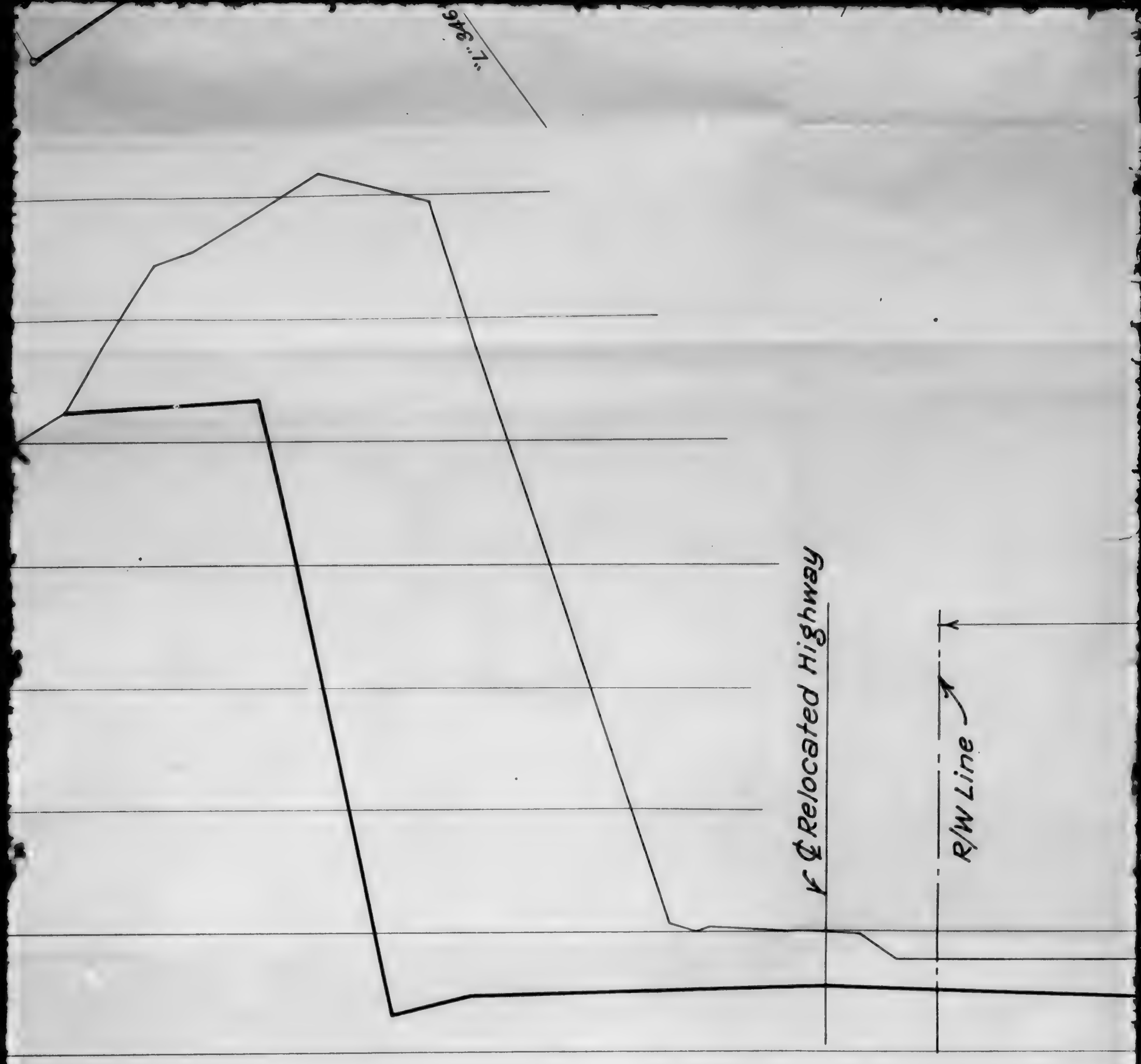

ruction Easement
A
2075
℄ N.P.R.R. Main Track
Encroachment Line
Limit of Construction
/60
①
A
2070+70
2070
25'
25'
50'
N. 2° 28' 04" W.
310
℄ Relocated Highway
Right-of-Way Line
To St. Helens
50'
25'
R/W Line
onstr. Easement
G.S. R.R.


in Track
Line
truction
2070+70
2070
25'
25'
50'
310
℄ Relocated Highway
Right-of-Way Line
To St. Helens
50'
25'
nstr. Easement
&S.R.R.

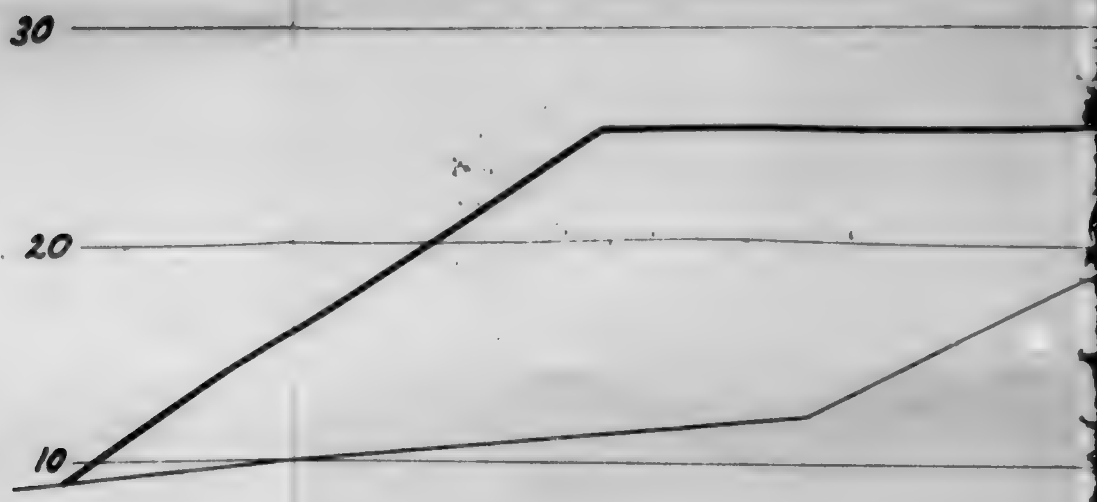

R/W Line
℄ Relocated Hwy

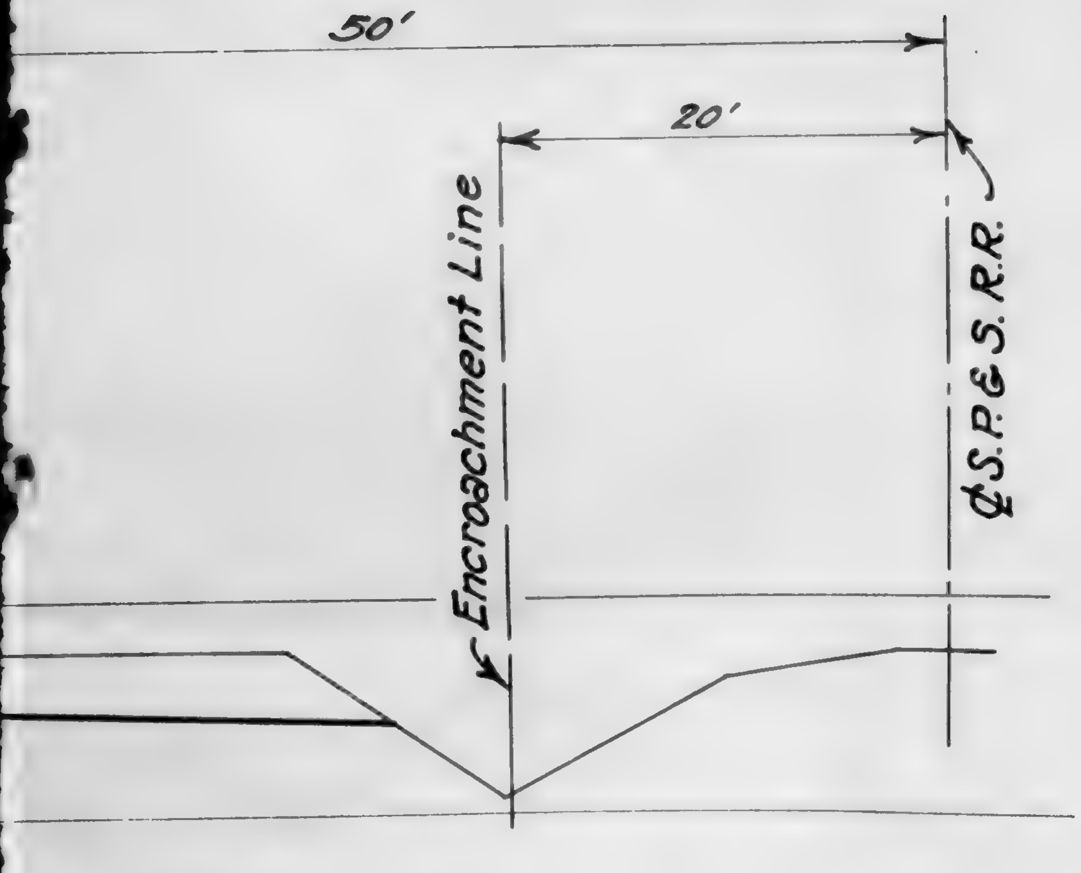


SECTION E-E
Sta. 343+00 = R.R. 2015+10±



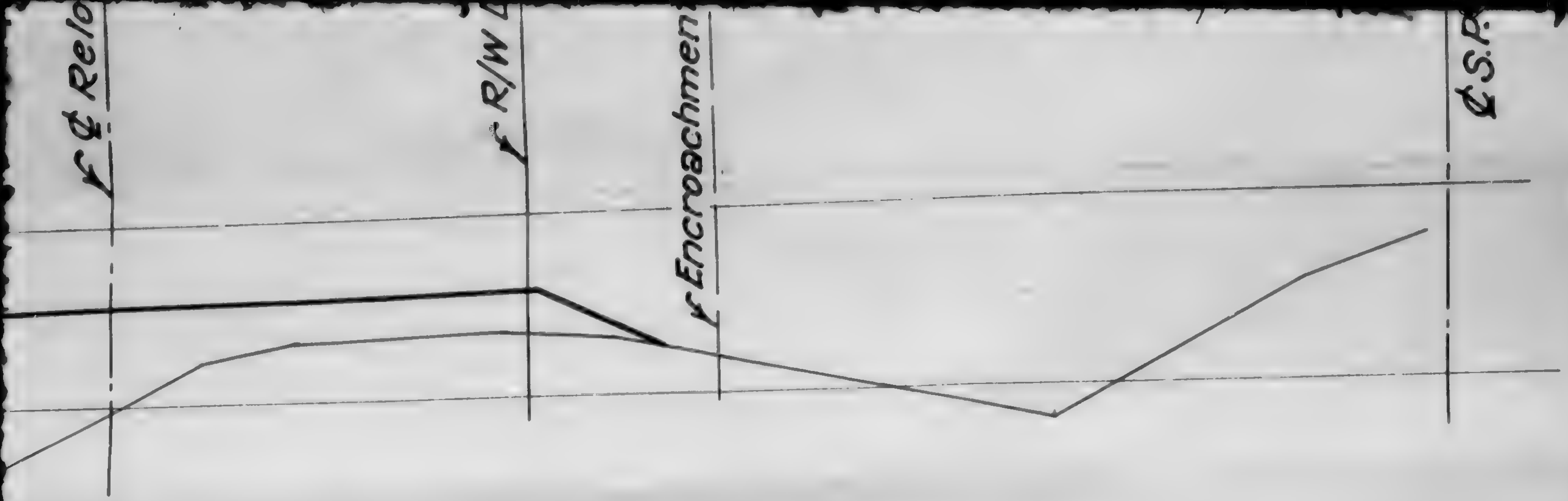
SECTION
Sta. 337+50 = R.R. 2





ION D-D
= R.R. 2099+40±

ENCROACH



SECTION C-C
Sta. 333+00 = R.R. 2095+10 ±

OREGON STATE HIGHWAY DEPARTMENT

Located Line

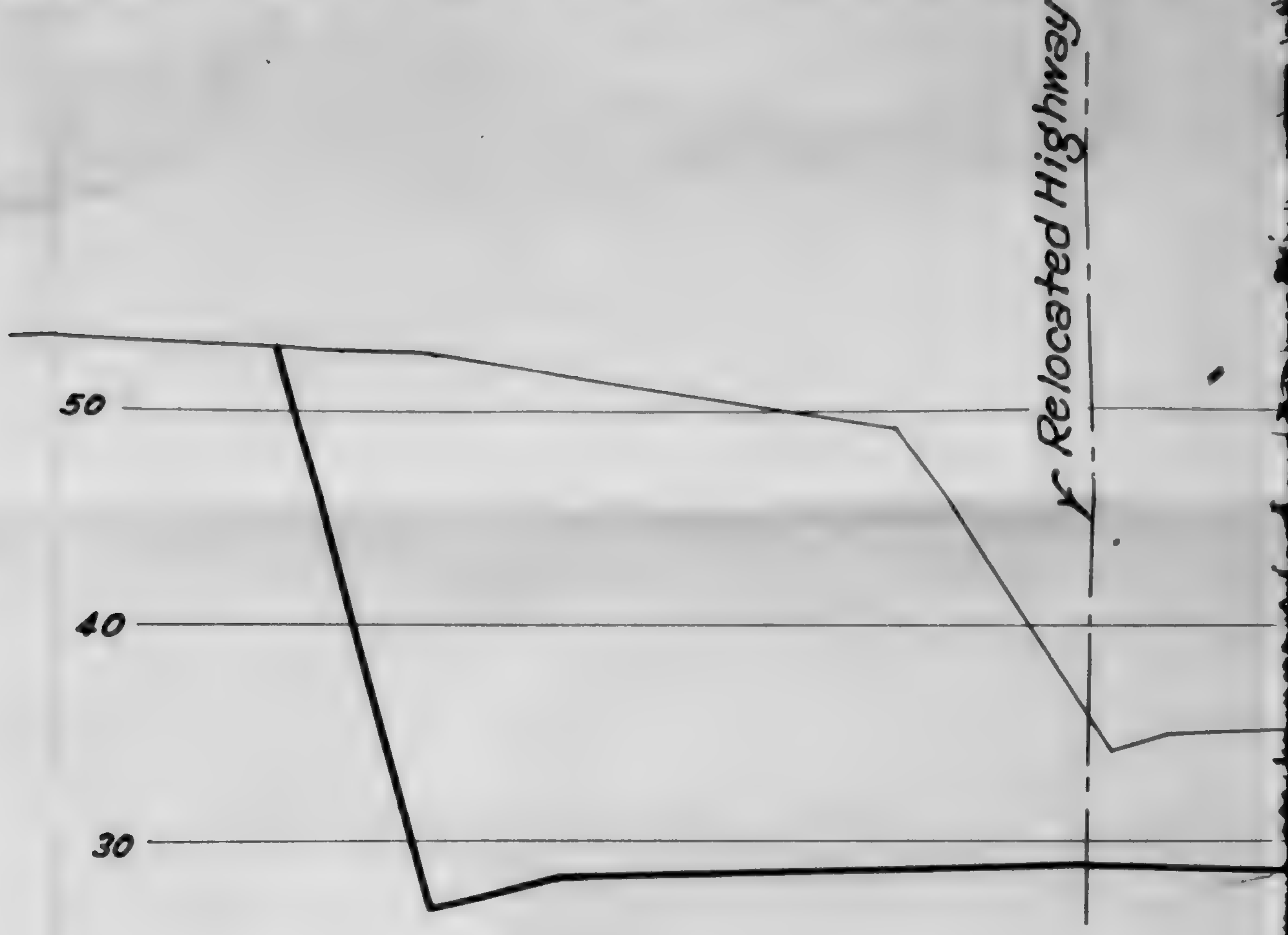
ACHMENT ON N.P., S.P.& S.R.R.^{s} AT GOBLE

COLUMBIA RIVER HIGHWAY

Columbia County

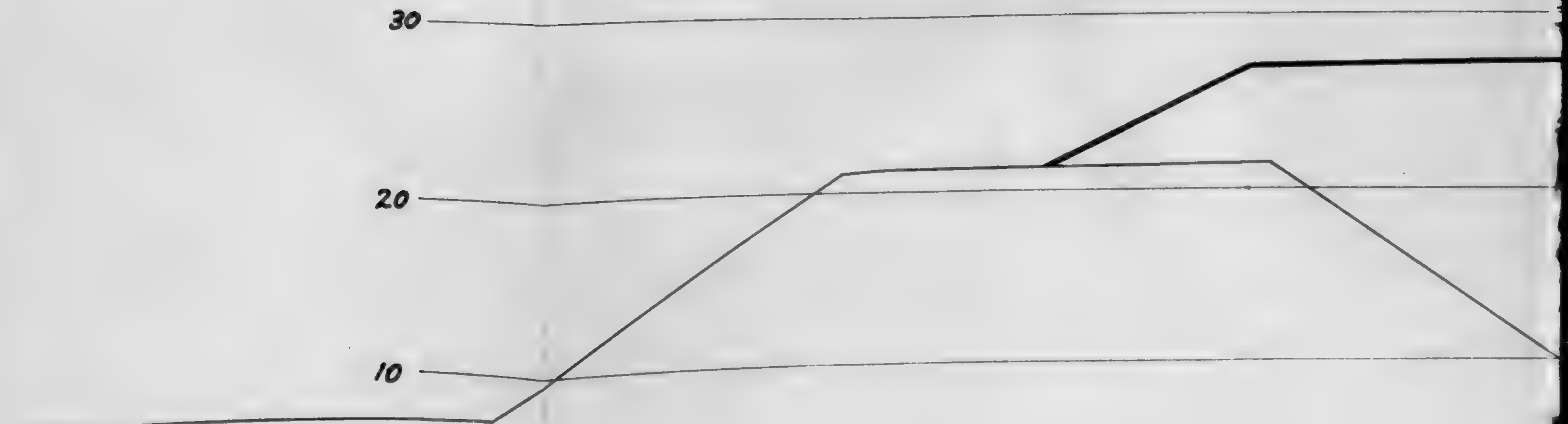
Scale 1" = 100'
Nov. 1958
Rev. Dec. 1958

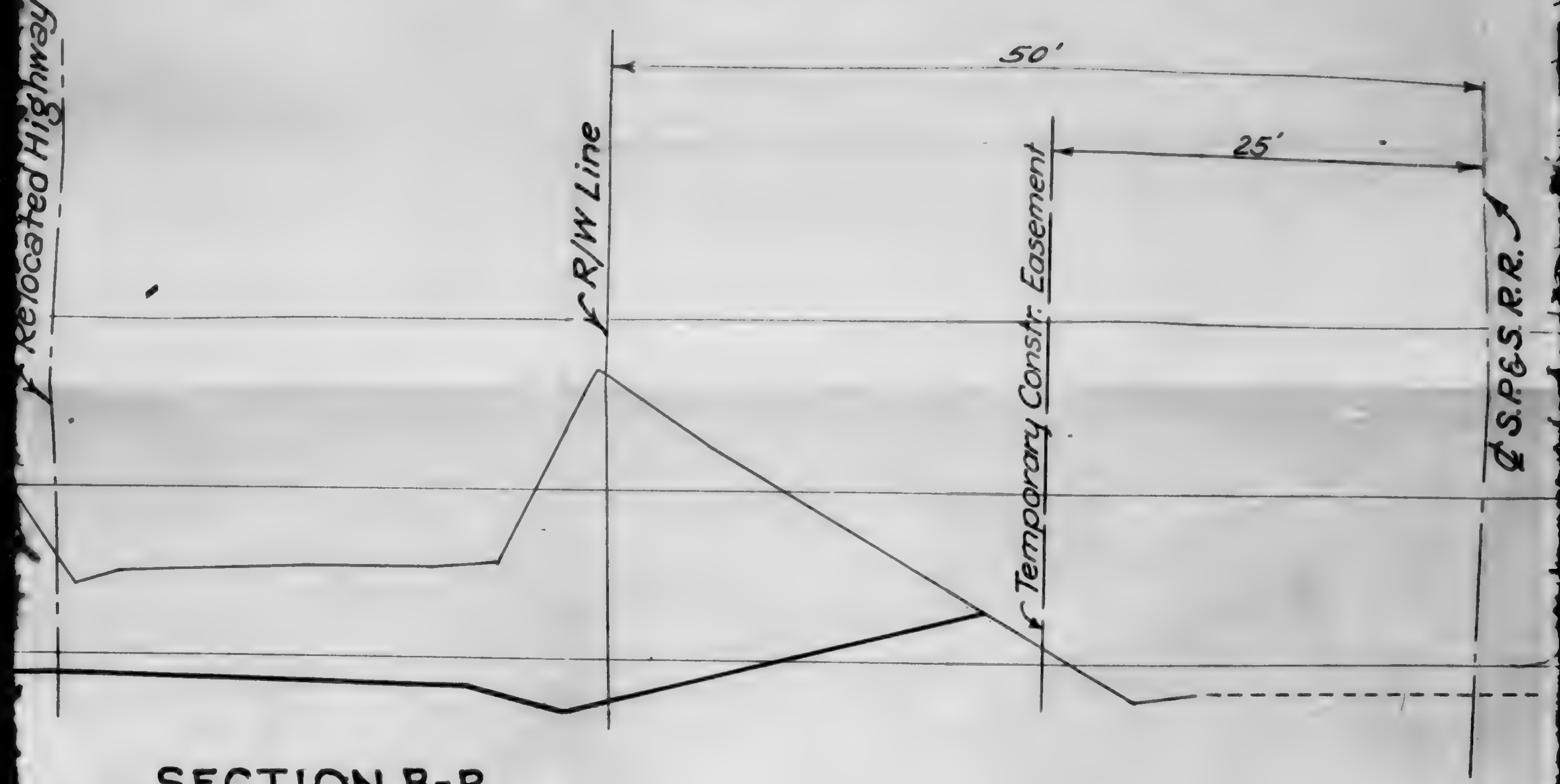
DWG. No. 8B-5-8
File No. 29065
" " 29160



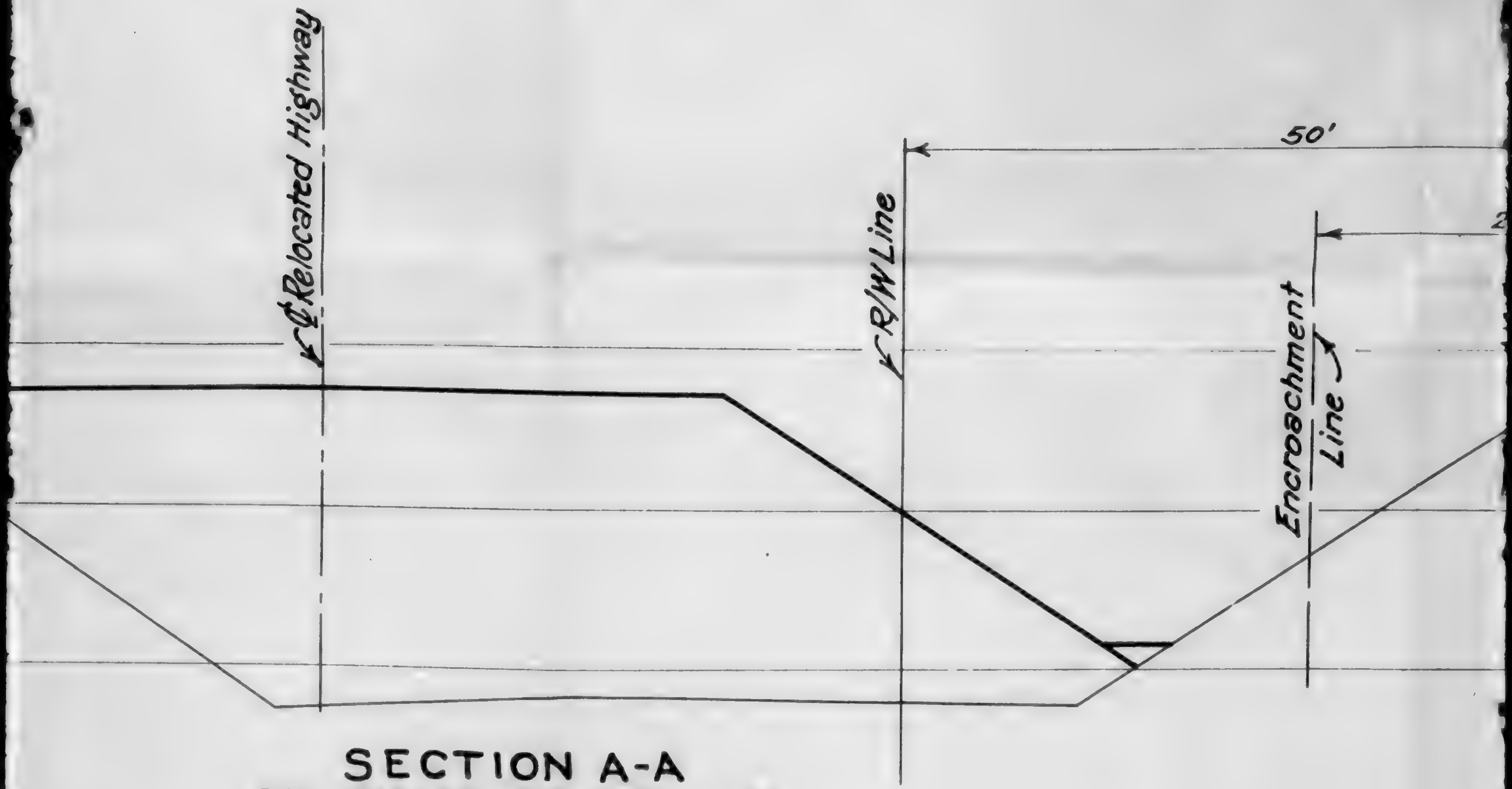
SE

Sta. 317+

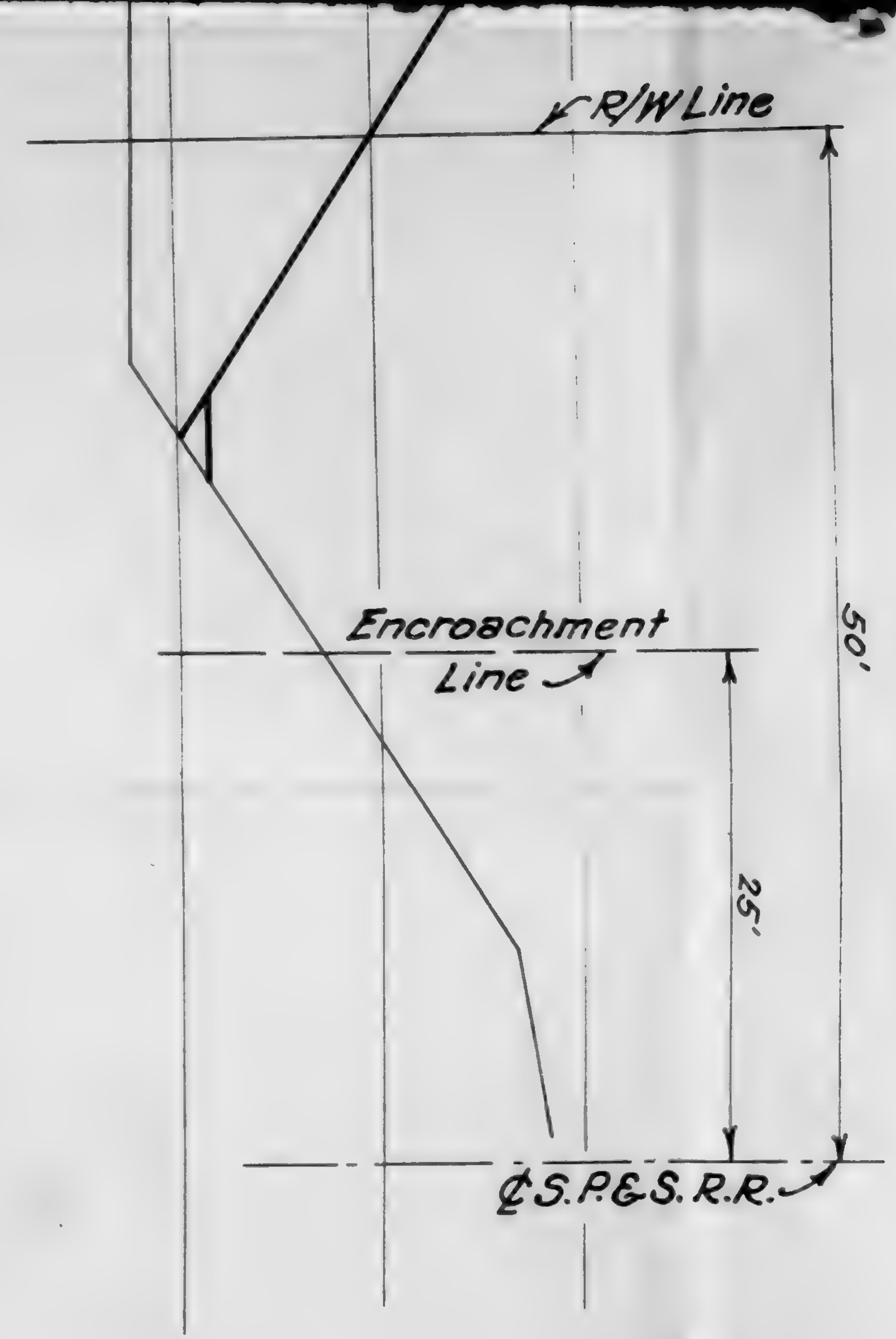


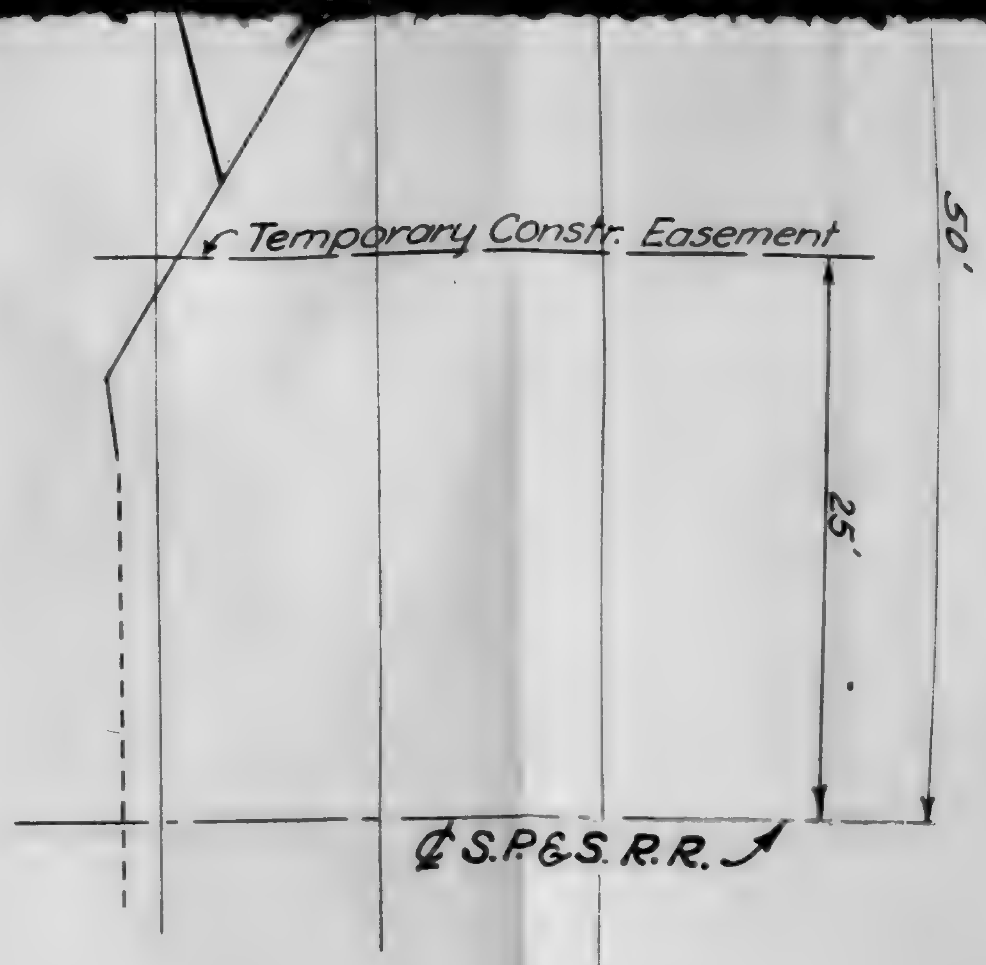


SECTION B-B
Sta. 317+50 = R.R. 2079+15±



SECTION A-A
Sta. 313+00 = R.R. 2074+65±


R/W Line
Encroachment Line
50'
25'
℄ S.P.&S. R.R.


Temporary Constr. Easement
50'
25'
℄ S.P.&S. R.R.

RECEIVED
DEC 16 1958
FOR FILING

E-27(8)

5433

Salem, Oregon
December 15, 1958

Goble-Tide Creek Section
Lower Columbia River Highway

Mr. Floyd Scott

You recently prepared descriptions for easements and right of way acquisition near Goble on the Goble-Tide Creek Section of the Lower Columbia River Highway. These were based upon our Drawing 8B-5-8. Attached is a copy of a letter which I have received from Mr. J. T. Moore, Western Manager of the Industrial Development for the Northern Pacific Railway Company. Will you please take the necessary steps to revise the map and descriptions in accordance with the information given in this letter.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

NORTHERN PACIFIC RAILWAY COMPANY

PROPERTIES AND INDUSTRIAL DEVELOPMENT DEPARTMENT

J. T. MOORE,
Western Manager,
Industrial Development

919 SMITH TOWER
SEATTLE 4, WASH.

M. H. NIXON,
L. M. JENNER,
C. R. WATSON,
Industrial Agents

December 12, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. P. M. Stephenson, Assistant State Highway Engineer or
Mr. G. S. Paxson, Assistant State Highway Engineer

Dear Sir:

Our Mr. Merryman gave me your letters of November 26 and December 10, with enclosures, about the proposed highway encroachment at Goble, as this office handles matters relating to the railroad rights of way.

Evidently you believe the line between the N.P. and S.P.&S. rights of way to be a line extending at right angles to the center line of the main track as now constructed through (S.P.&S.) station 2102+58 (equals N.P. station 5533+72.9).

As you no doubt know, the right of way from Goble to Portland is owned by the N.P. and leased to the S.P.&S. Apparently you are not familiar with a deed dated November 17, 1896 from N.P.R.C. (called Pacific Company in the deed) to Astoria and Columbia River Railroad Company (called Astoria Company in the deed). I do not know the recording data, but I have a copy of the deed.

Under that deed we conveyed to the Astoria Company (predecessor in interest to the S.P.&S.) a portion of the northwesterly end of our right of way at Goble. In that deed the Astoria Company's center line is described in part as follows:

> South of line between Section 1 and 12, township 6 north range 2 west of the Willamette Meridian; beginning at a point on section line between sections 1 and 12, 1289.7 feet east of the corner of sections 1 and 2, 11 and 12, township 6 north, range 2 west, being station 3197+63.8 of the located main line of the Astoria and Columbia River Railroad Company; thence south 27 degrees 59 minutes east 421.5 feet thence along a three degree 42 minute curve to the left 505.9 feet; thence on tangent bearing south 46 degrees 42 minutes east 297.8 feet; thence along a 3 degree 12 minute curve to the right 343.8 feet; thence on tangent

bearing south 35 degrees 42 minutes east 662.6 feet; thence along a 2 degree 40 minute curve to the right 1093.4 feet; thence on tangent bearing south 6 degrees 33 minutes east 648.6 feet to a point west of the south end of the Northern Pacific Railway Company's depot at Goble, the center line of the terminal tangent of the Astoria and Columbia River Railroad being located 15 feet distant from the center of the westerly side track of the Northern Pacific Railroad opposite said depot.

The part of our property which we conveyed to the Astoria Company under that deed is described in part as follows:

> A tract of land extending from the said north boundary of said lot 1 of Section 12, in said township 6 north range 2 west, across and through said lot 1, bounded on the side next to the Columbia River by a line parallel with said located railroad line and 7½ feet distant from the center thereof, and bounded on the opposite side by the extreme westerly boundary line of the right of way of the Pacific Company through and over the said lot 1 of said Section 12.
>
> A tract of land extending from the north boundary line of lot 2 of Section 12 in township 6 north range 2 west aforesaid, described as follows:
>
> Commencing at a point on the north line of said lot 2, 50 feet westerly from, measured at right angles to, the center line of the track of the Pacific Company as now located and constructed, said point being the northwest corner of a tract of land conveyed to the party of the first part by George S. Foster and wife, by warranty deed, recorded in book "H" page 268, deed record of Columbia County, Oregon, and running thence southerly along the westerly boundary of said tract of land to a point opposite the present headblock of the turn-table switch of the Pacific Company at Goble, in said Columbia County, Oregon, said point being 50 feet from westerly from, measured at right angles to, the center line of the main track of the Pacific Company, and thence at right angles easterly to a point 7½ feet westerly, from measured at right angles to the center line of the westerly side track of the Pacific Company at Goble, aforesaid, as now constructed on said land; and thence northerly, parallel to and 7½ feet distant westerly from said last described center line, to the point of beginning of a curve to the left of a uniform radius of 2148.8 feet, consuming an angle 29 degrees 09 minutes, tangent to said last described line and tangent to a line parallel with and distant 12 feet westerly from the center line of the main track

> of the Pacific Company as now located on the present constructed trestle, and thence along said last described line to a point on the north side of lot 2, Section 12 aforesaid, and thence westerly along said north line to the place of beginning, with the right, hereby granted to the Astoria Company to extend and maintain the slope of its embankment over and upon the trestle mentioned aforesaid as being upon the tract of land conveyed to the said Pacific Company by said George S. Foster and wife.

With this information I trust you can revise your map to show the proposed easement from the N.P. as distinguished from the proposed easement from the S.P.&S. If you need railway maps to help you I suggest that you request the same from Mr. Moy or Mr. Garrett. Upon receipt of two sets of revised descriptions and maps from you I will submit your application for consideration by the Northern Pacific, and I suggest that you make an offer related to the value of the land.

Yours very truly,

J. T. Moore,
Western Manager
Industrial Development

IMJ:pf

cc: Mr. H. F. Moy, Chief Engr.
S.P.&S. Ry. Co., Portland

Mr. W. P. Garrett
Right of Way & Tax Agent
S.P.&S. Ry. Co., Portland

RECEIVED
DEC 15 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 12 1958
FOR FILING

E-27(1)

5433

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 11, 1958

SUBJECT: Goble Section
Lower Columbia River Hwy.
Columbia County

To:
Mr. Tom Edwards
Construction Engineer
Building

Funds for seeding and mulching were not included in the engineer's estimate on the subject section. It is recommended that $1800 be added to the authorization for this erosion control work, based on the following computations:

8 acres Seeding @ $50/acre	$ 400
8 acres Mulching @ $175/acre	$1400
	$1800.

Mark H. Astrup
Landscape Engineer

By

E. A. Meola
Asst. Landscape Engineer

EAM vjl

cc Mr. Forrest Cooper

RECEIVED
DEC 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
COOPER

RECEIVED
DEC 10 1958
FOR FILING

F-27(x)

5433

December 10, 1958

Mr. F. G. Merrymen, Manager
Timber and Western Lands
Northern Pacific Railway Company
Smith Tower
Seattle, Washington

Dear Sir:

I am sending you herewith two copies of the description covering the easement we are requesting for road construction along the northerly side of the railroad tracks between Stations 319 and 332 on the Goble Section of the Columbia River Highway. Yesterday we sent you prints of the railroad encroachment map, Drawing 2B-5-8, on this section.

Very truly yours,

W. C. Williams
State Highway Engineer

By

F. H. Stephenson
Assistant State Highway Engineer

FHS:gm
Attach.

cc Mr. H. F. Moy, Chief Engineer
S.P.& S. Railway Company, Portland

Mr. W. C. Williams
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. R. L. Porter

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 9, 1958

SUBJECT: File No. 29160 - Northern
Pacific Railway
Goble-St. Helens Section
Lower Columbia River Highway
Columbia County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

We forward herewith, for your use, descriptions covering four parcels of operating property of the Northern Pacific Railway on subject section of highway.

Maps have already been submitted to you which depict these encroachments.

Parcel No. 4 of the five Railway parcels is a proposed taking of right of way and will be negotiated in this department.

Walter T. Wright
WALTER T. WRIGHT
Assistant Right of Way Engineer

WTW:zg

Attachments

DESCRIPTION ONLY

Northern Pacific Railroad Company

Goble-St. Helens

Columbia County

File No. 29160
RR 12-3-58
8B-5-8

Columbia River Highway

Right of Way and Railroad Encroachment

PARCEL NO. 1
A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the Northern Pacific Railroad Co.; the said parcel being described as follows:

Beginning at a point on the Westerly right of way line of the Northern Pacific Railroad Company, said point being 50 feet Westerly from (when measured radially to) the center line of main line of said railroad at Station 2093+00; thence Easterly at right angles to said center line 10 feet to a line which is parallel with and 40 feet Westerly of said center line; thence Northwesterly parallel to said center line 400 feet, more or less, to a point which is 40 feet Southwesterly from (when measured at right angles to) said railroad center line at Station 2097+00; thence Northeasterly at right angles to said center line, 20 feet to a line which is parallel with and 20 feet Southwesterly of said center line; thence Northerly parallel to said center line, 558 feet, more or less, to a line at right angles to said center line at Station 2102+58; thence Southwesterly at right angles to said center line, 30 feet to the Westerly right of way line of said railroad; thence Southerly along said right of way line 958 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 0.48 acre.

PARCEL NO. 2
A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the Northern Pacific Railway Company; the said parcel being described as follows:

Beginning at a point on the Westerly right of way line of the Northern Pacific Railway Company, said point being 50 feet Westerly from (when measured at right angles to) the center line of the main line of said railway at Station 2070+70; thence Easterly at right angles to said center line 25 feet to a line which is parallel to and 25 feet Westerly of said center line; thence Northerly parallel to and 25 feet Westerly of said center line 660 feet to a line at right angles to said center line at Station 2077+30; thence Westerly at right angles to said center line 25 feet to the Westerly right of way line of said railway; thence Southerly along said right of way line 660 feet to the point of beginning.

The parcel of land to which this description applies contains 0.38 acre

PARCEL NO. 3 A temporary railroad slope easement for the construction period, over or on the following described parcel, to-wit:

A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the Northern Pacific Railway Company; the said parcel being described as follows:

Beginning at a point on the Westerly right of way line of the Northern Pacific Railway Company, said point being 50 feet Westerly from (when measured at right angles to) the center line of the main line of said railway at Station 2077+70; thence Easterly at right angles to said center line 25 feet to a line which is parallel to and 25 feet Westerly of said center line; thence Northerly and parallel to said center line 230 feet to a point opposite Station 2080+00; thence Northwesterly in a straight line 74.3 feet to the Westerly right of way line of said railway at a point opposite Station 2080+70; thence Southerly along said right of way line 290 feet to the point of beginning.

The parcel of land to which this description applies contains 0.15 acre.

PARCEL NO. 4
(State Highway Parcel No. 4, Map No. 8B-5-8) typed on separate option form to be negotiated separately by Highway Right of Way Department.

PARCEL NO. 5 A permanent easement for an access road, over or on the following described parcel, to-wit:

A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the Northern Pacific Railroad Company; the said parcel being that portion of said railroad right of way included in a strip of land 20 feet in width, 10 feet on each side of the center line of an access road, which access road center line is described as follows:

Beginning at Engineer's center line Station 0+00 which Station equals 319+00 on the center line of the relocated Columbia River Highway, said Station being 564.5 feet North and 473 feet East of the initial point of Goble; thence North 82° 29' 23" East, a distance of 130.45 feet; thence North 1° 40' 19" West, a distance of 464.17 feet; thence North 9° 13' 19" West, a distance of 421.60 feet; thence North 23° 41' 19" West, a distance of 531.40 feet to Station 15+47.62, said center line crosses the Northerly line of said railroad right of way approximately at Station 14+86.92.

(Bearings used herein are based upon the Oregon Co-ordinate System, North Zone.)

The parcel of land to which this description applies contains 0.66 acre.

fd/

December 9, 1958

Mr. F. G. Merryman, Manager
Timber and Western Lands
Northern Pacific Railway Company
Smith Tower
Seattle, Washington

Dear Sir:

Reference is made to Mr. Paxson's letter of November 26 in which he stated that we would send maps of the easement for road construction along the northerly side of the railroad tracks between Stations 319 and 332 on the Goble Section of the Columbia River Highway.

We are sending herewith three prints of a railroad encroachment map, Drawing 88-5-8, on the above section of highway. We would appreciate receiving this easement as soon as possible.

Very truly yours,

W. C. Williams
State Highway Engineer

By

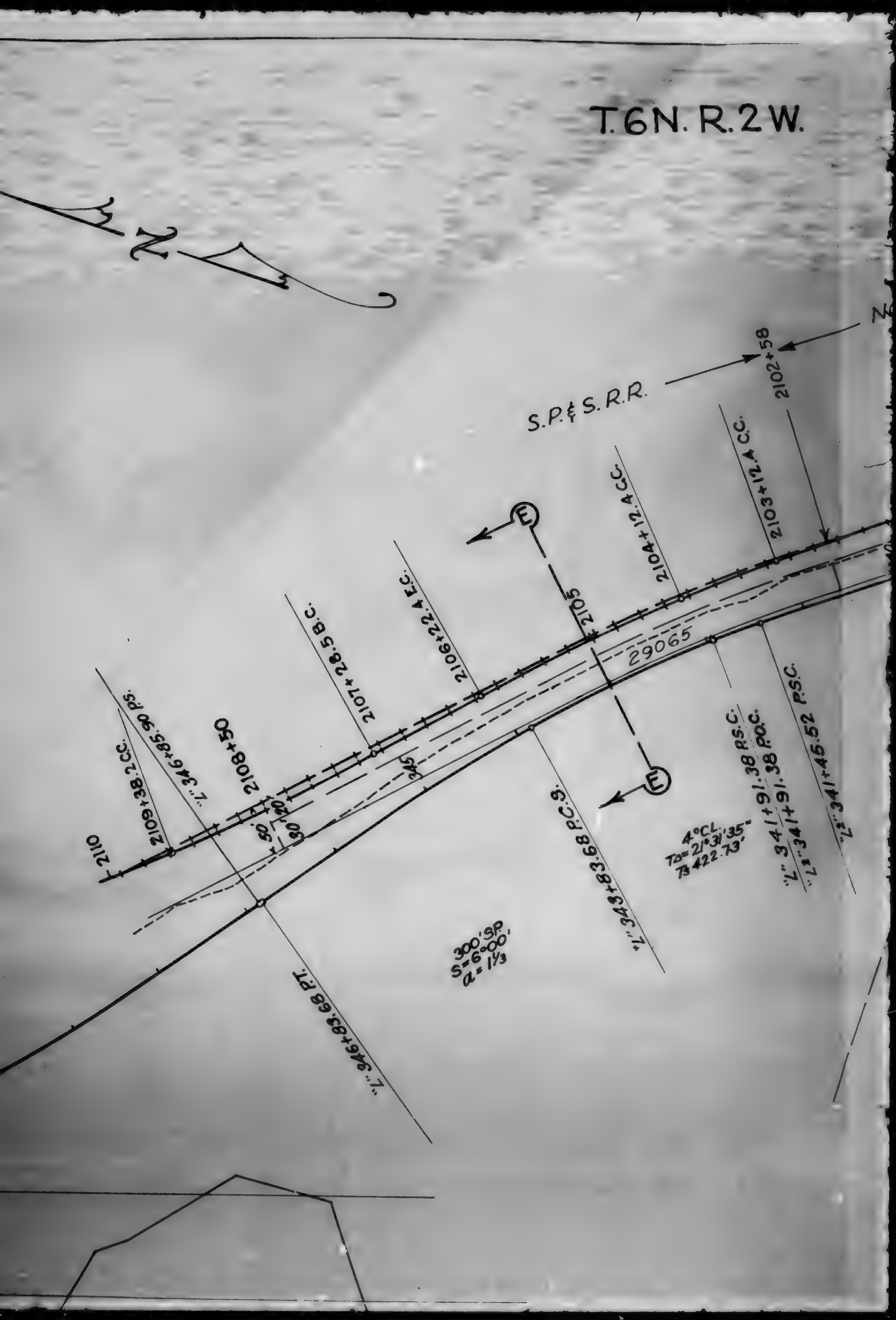
P. M. Stephenson
Assistant State Highway Engineer

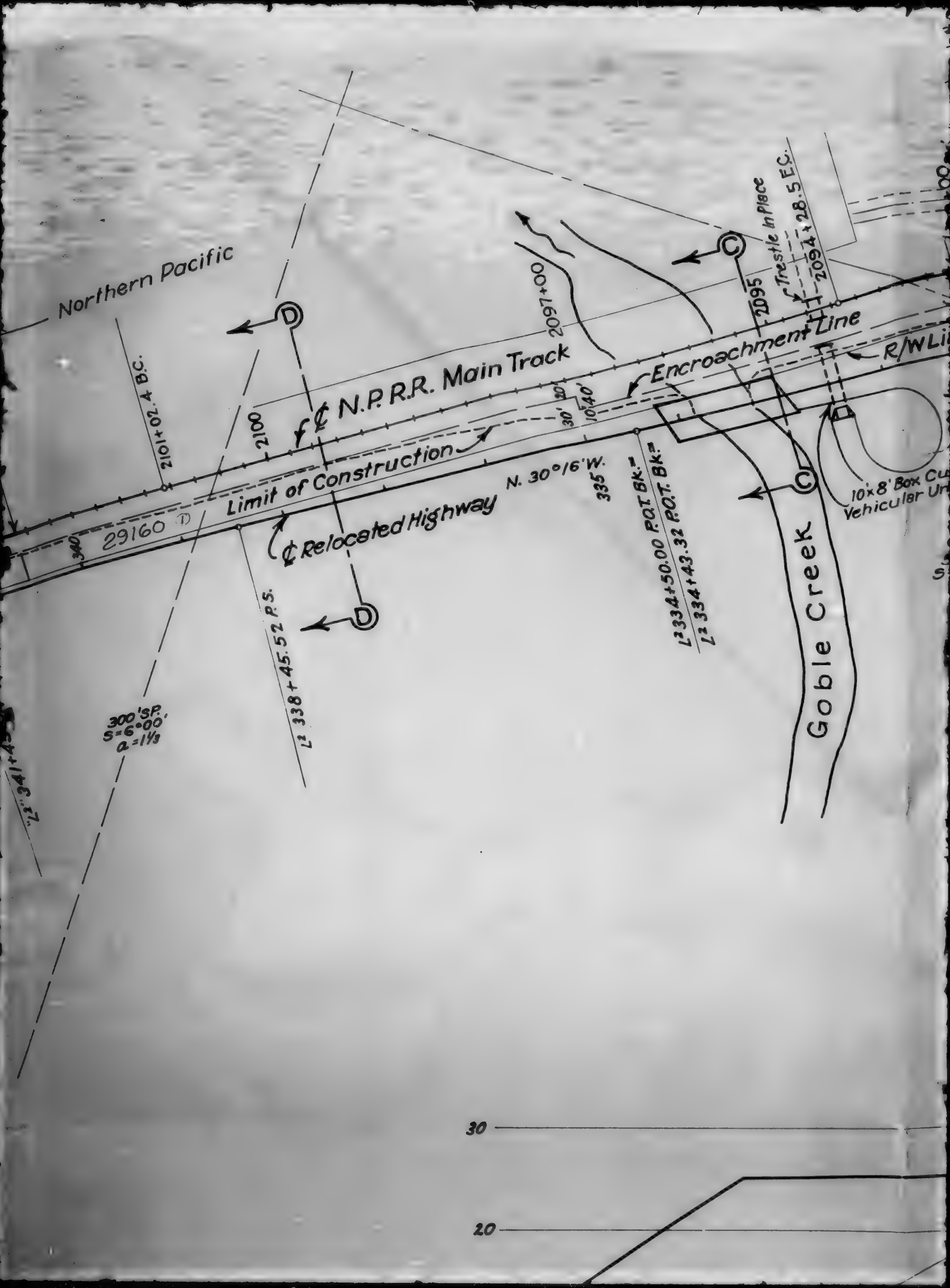
PMS:gm
Attach.

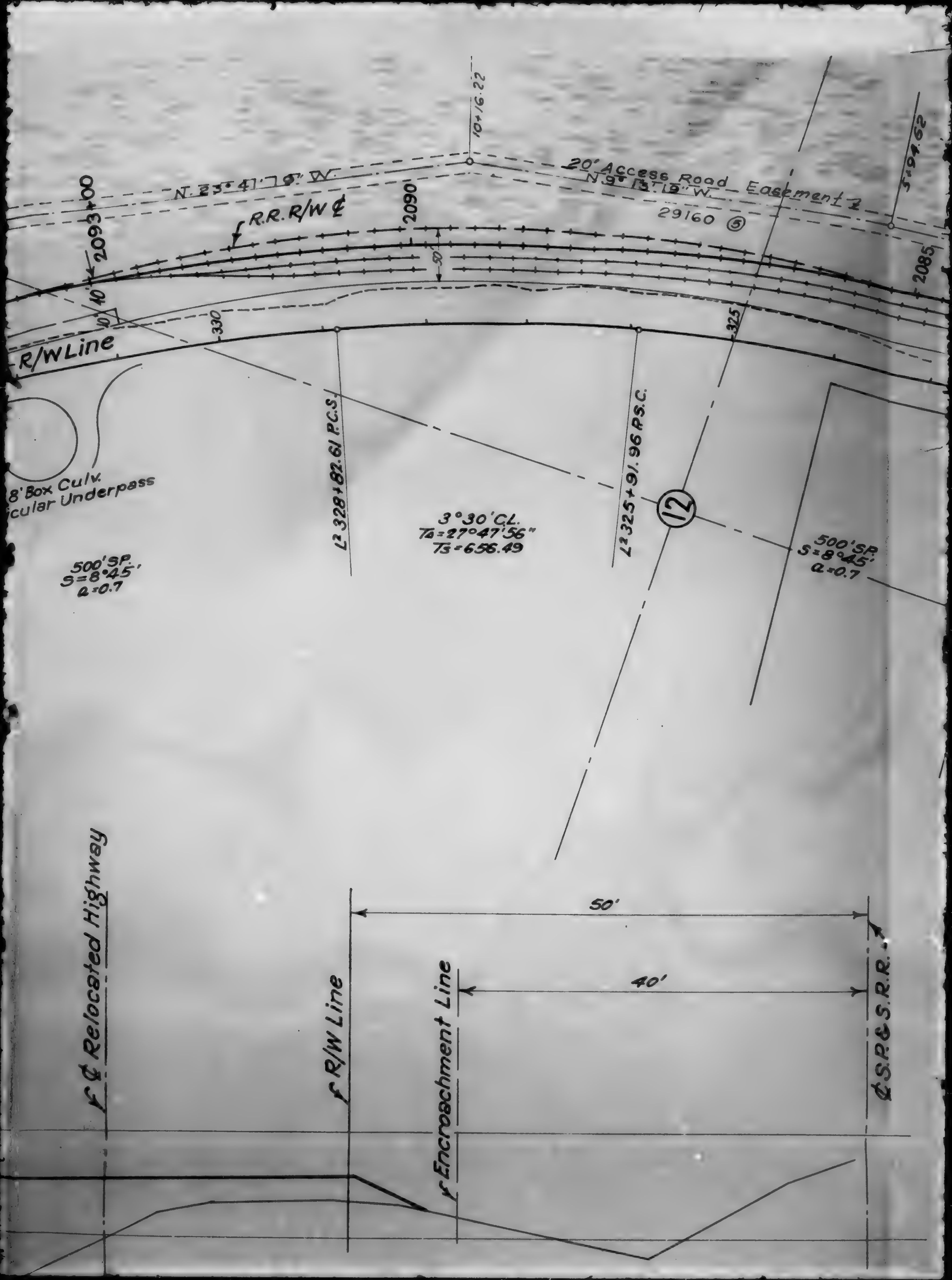
Mr. Paxson
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. E. F. Moy
Chief Engineer
SP & S Railway Company
Portland, Oregon

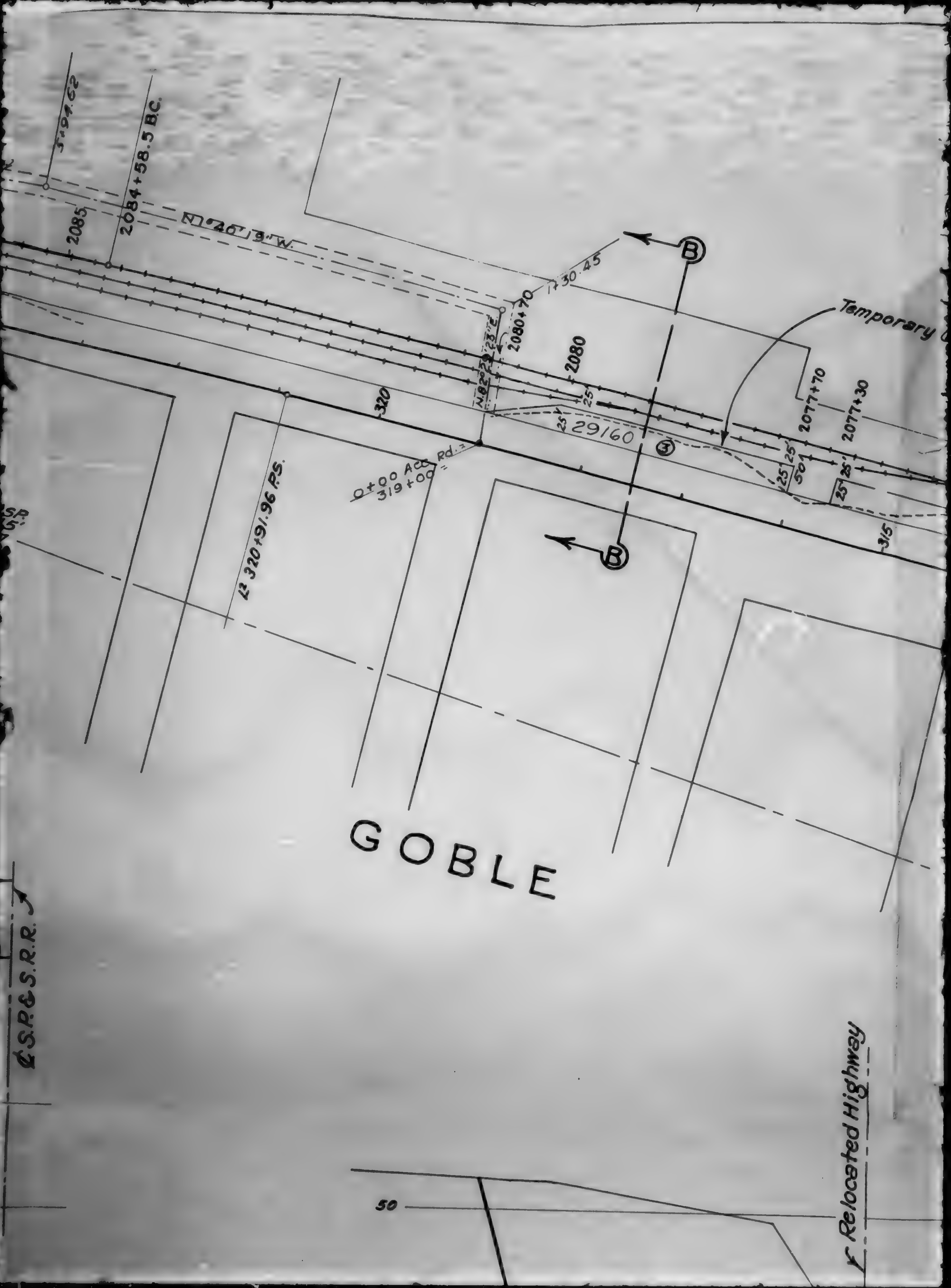
88-2-8
130
120
110
100

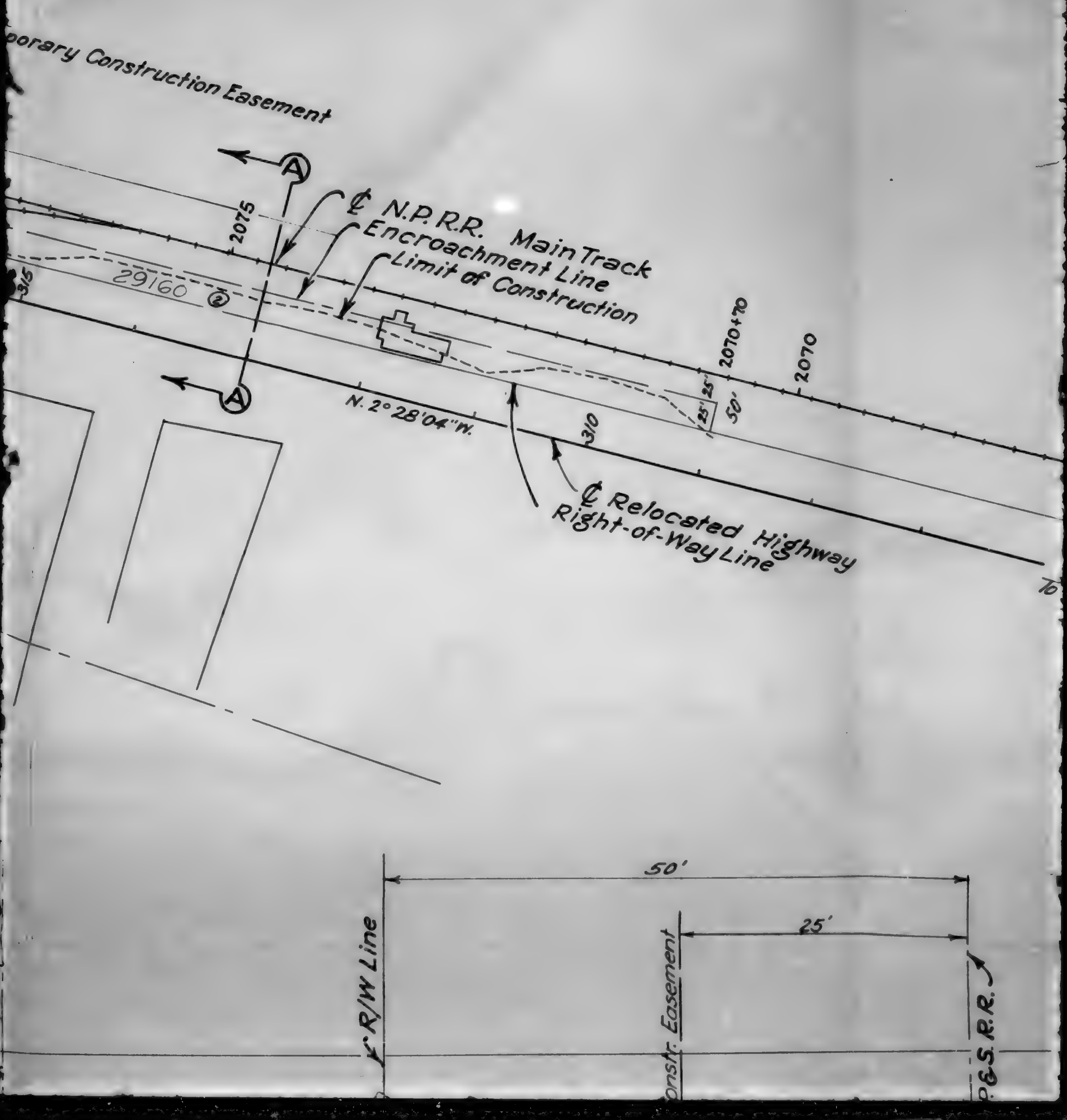
"L" 349+85.90 P.S.C.
To Rainier
90
80

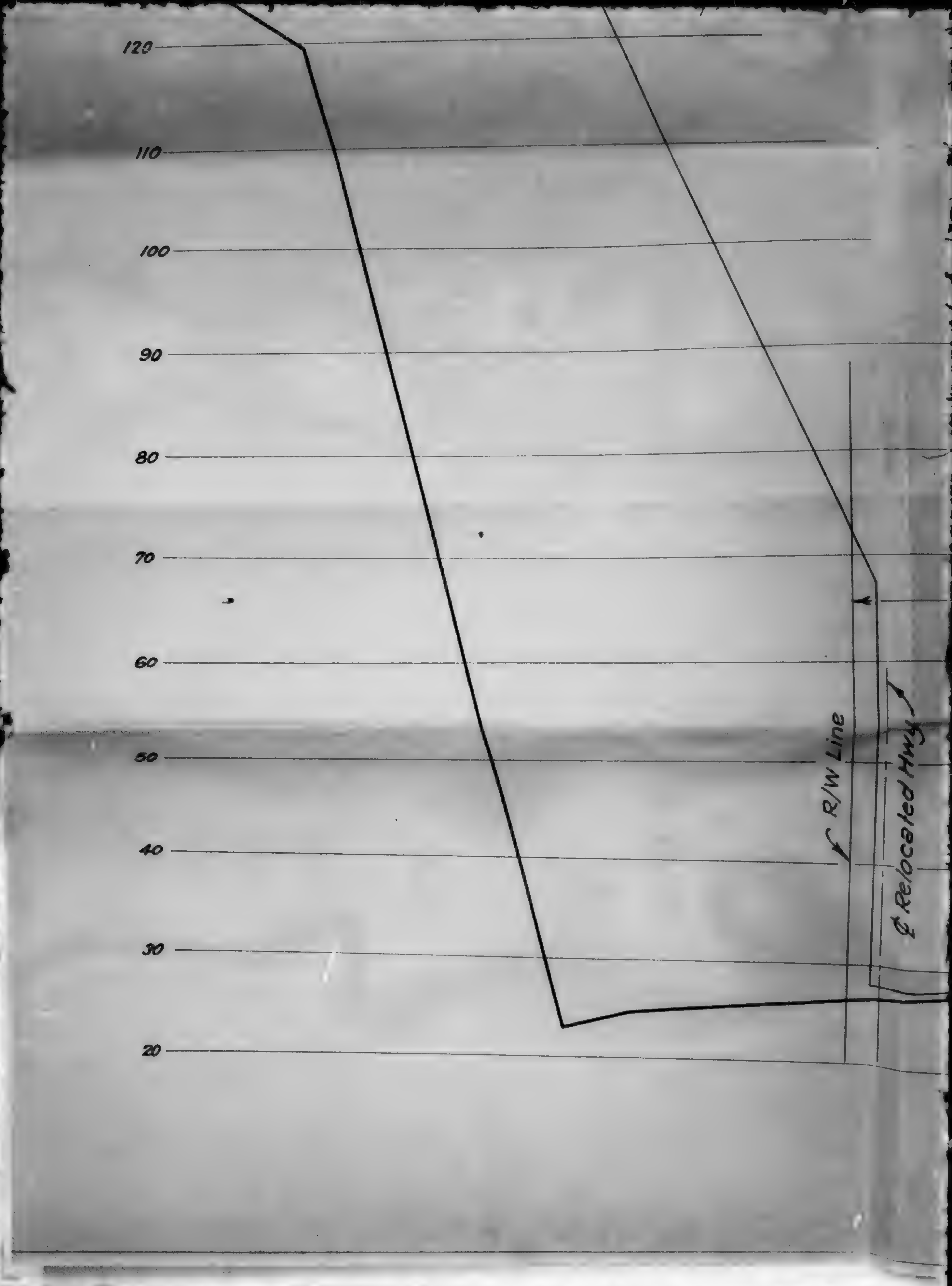

T.6N. R.2W.
S.P.& S.R.R.
2102+58
2103+12.4 C.C.
2104+12.4 C.C.
2105
E
2106+22.4 E.C.
2107+28.5 B.C.
2108+50
2109+38.2 C.C.
2110
"L" 346+85.90 P.S.
50'
20'
30'
345
29065
E
"L" 343+83.68 P.C.S.
"L" 346+83.68 P.T.
300' S.P.
S=6°00'
a=1⅓
4° C.L.
TΔ=21°31'35"
T3 422.73'
"L" 341+91.38 P.S.C.
"L2" 341+91.38 P.O.C.
"L2" 341+45.52 P.S.C.

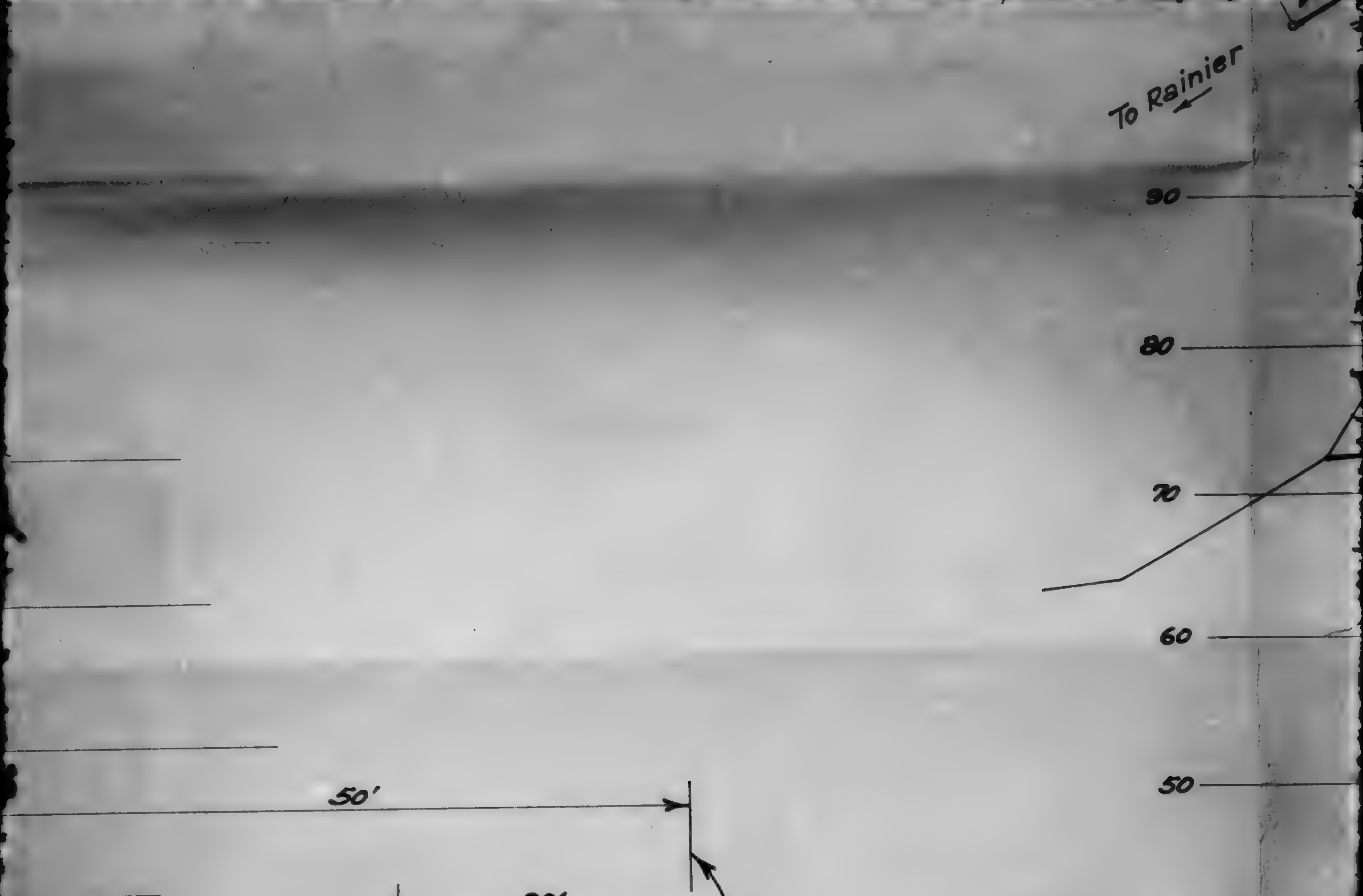

Northern Pacific
2101+02.4 B.C.
2100
f ℄ N.P.R.R. Main Track
2097+00
2095
Trestle In Place
2094+28.5 E.C.
00
C
C
D
D
Encroachment Line
R/W Li
30'
20'
10'
40'
Limit of Construction
℄ Relocated Highway
N. 30°16'W.
335
340
29160
L² 334+50.00 P.O.T. Bk.=
L² 334+43.32 P.O.T. Bk.=
L² 338+45.52 P.S.
Goble Creek
10'x8' Box Cu
Vehicular Ur
300' S.P.
S=6°00'
a=1⅓
"L²" 341+45
30
20


10+16.22
5+94.62
20' Access Road Easement 1
N. 23° 41' 19" W.
N 9° 13' 19" W.
29160 ⑤
2093+00
2090
2085
R.R. R/W ℄
50
40
10
330
325
R/W Line
8' Box Culv.
icular Underpass
L² 328+82.61 P.C.S.
L² 325+91.96 P.S.C.
⑫
3°30' C.L.
Ta=27°47'56"
Ts=656.49
500' S.P.
S=8°45'
a=0.7
500' S.P.
S=8°45'
a=0.7
50'
40'
℄ Relocated Highway
R/W Line
Encroachment Line
℄ S.P.& S.R.R.

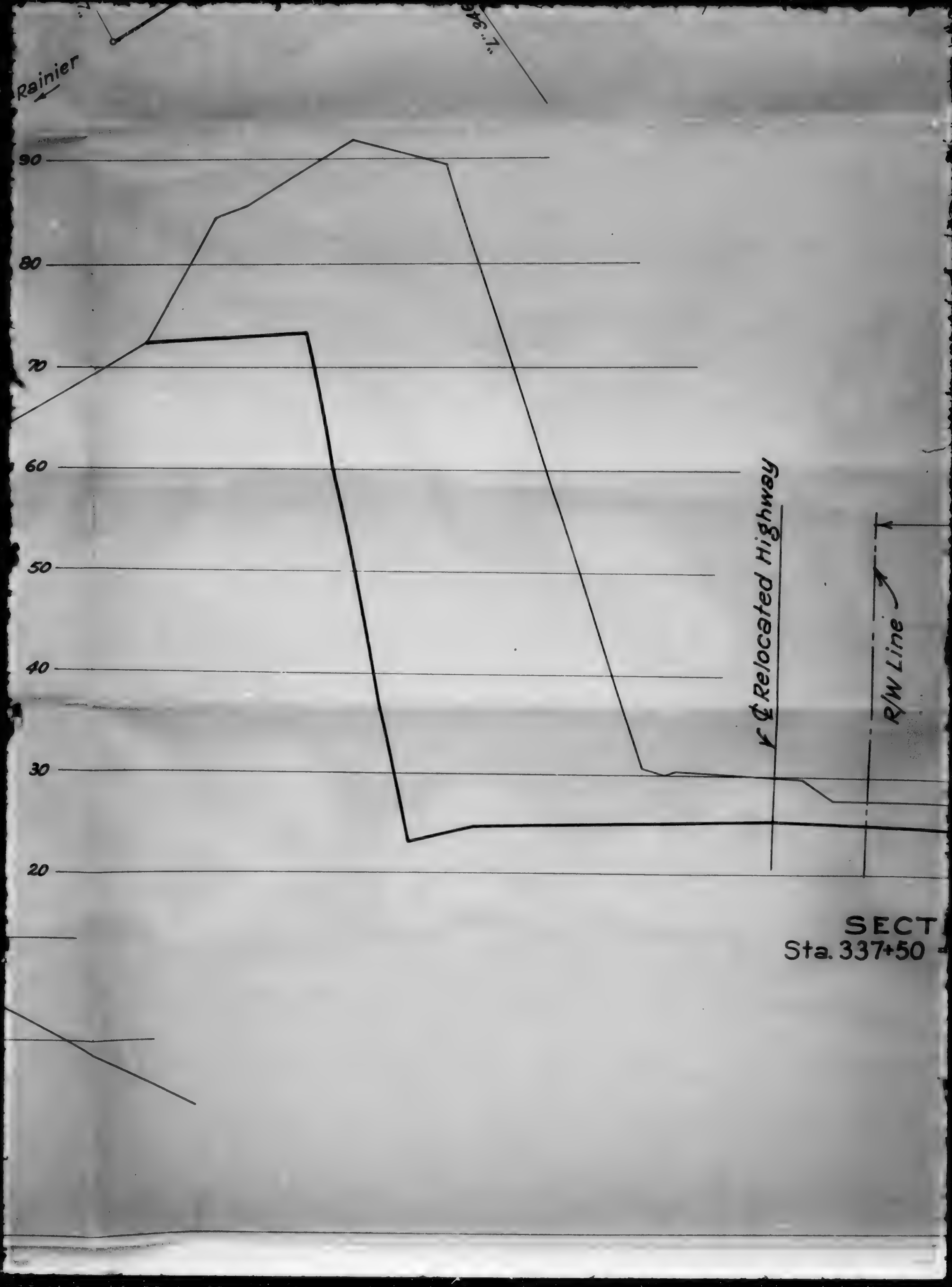

3+94.62
2084+58.5 B.C.
2085
N1°40'19"W.
1+30.45
B
2080+70
N.82°23'23"E.
2080
25'
Temporary
2077+70
2077+30
320
29160
25'
③
25'
50'
25'
25'
25'
25'
0+00 Acc. Rd. =
319+00 =
℄ 320+91.96 P.S.
315
B
GOBLE
℄ S.P.& S.R.R.
℄ Relocated Highway
50


porary Construction Easement
A
A
2075
℄ N.P.R.R. Main Track
Encroachment Line
Limit of Construction
29160
②
315
2070+70
2070
25'
25'
50'
N. 2°28'04"W.
310
℄ Relocated Highway
Right-of-Way Line
70
50'
25'
℄ R/W Line
onstr. Easement
P.&S. R.R.


R/W Line
℄ Relocated Hwy

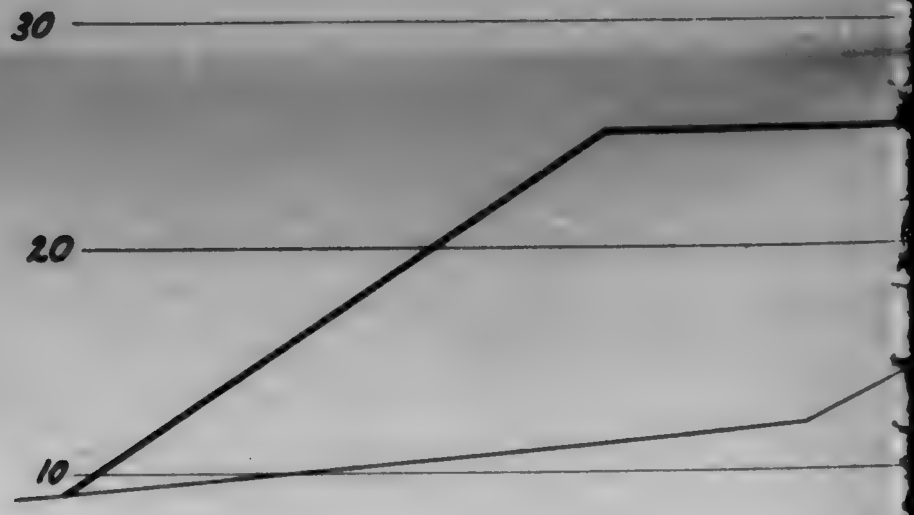


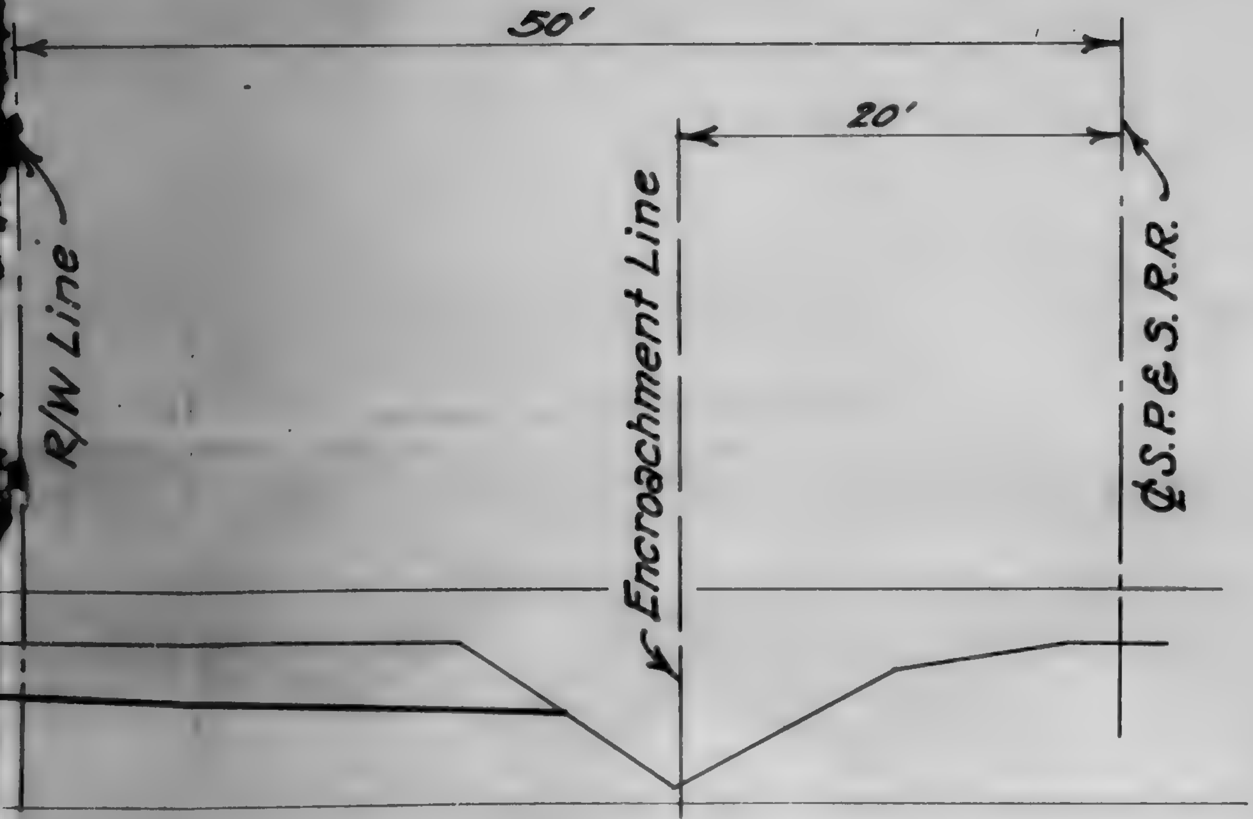
SECTION E-E
Sta. 343+00 = R.R. 2015+10±



SECT

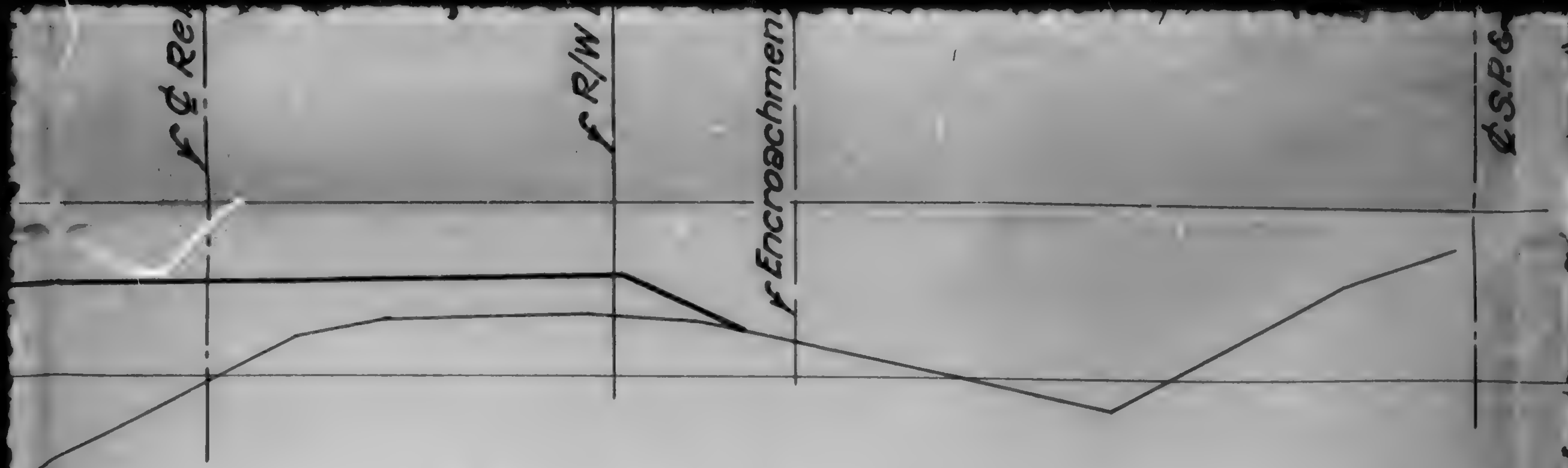
Sta. 337+50





SECTION D-D
37+50 = R.R. 2099+40±

ENCR



SECTION C-C
Sta. 333+00 = R.R. 2095+10 ±

OREGON STATE HIGHWAY DEPARTMENT

Located Line

ROACHMENT ON N.P., S.P. & S.R.R.s AT GOBLE

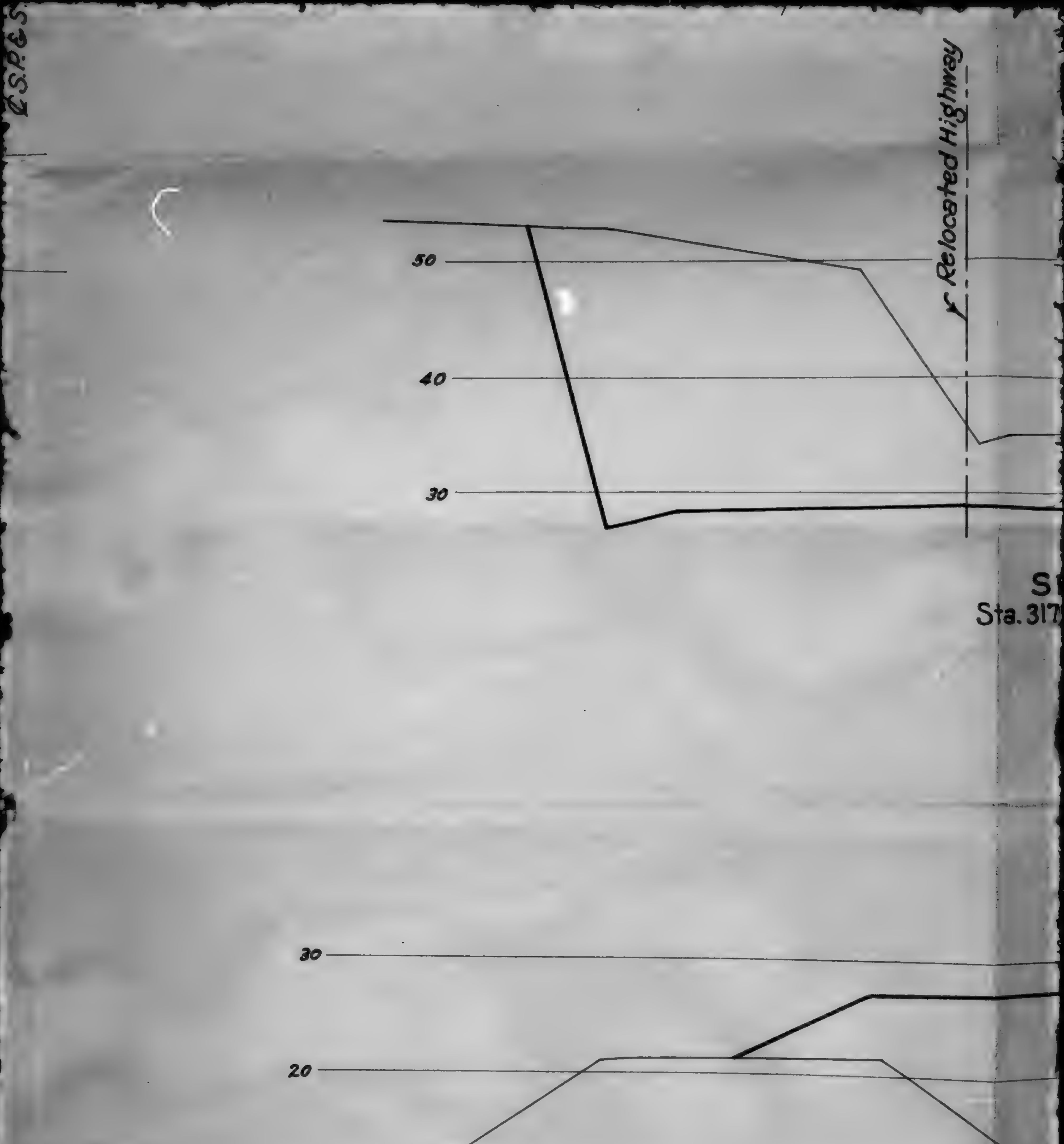
COLUMBIA RIVER HIGHWAY

Columbia County

Scale 1" = 100'   Nov. 1958

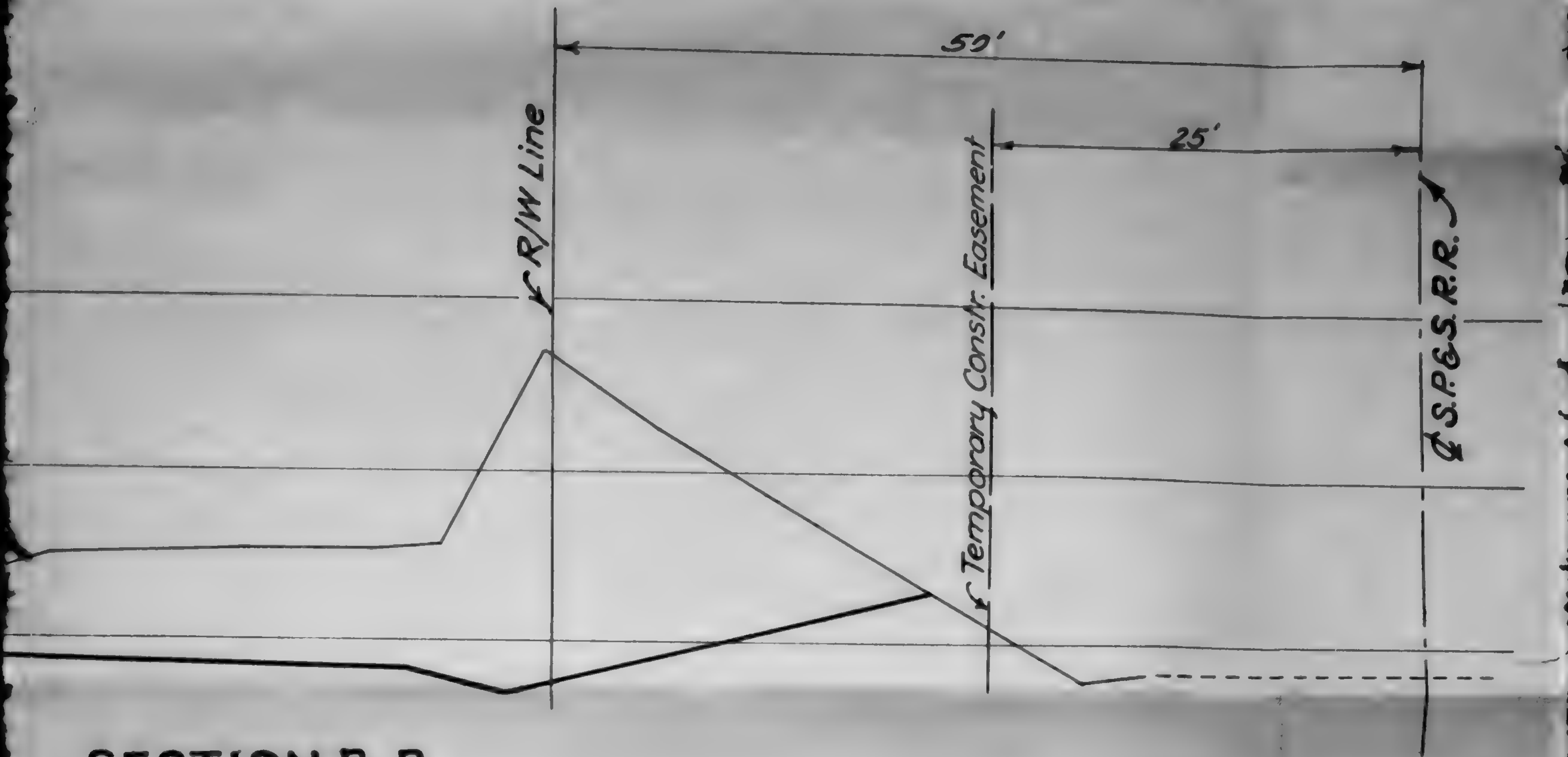
DWG. No. 8B-5-8

File No. 29065
" " 29160

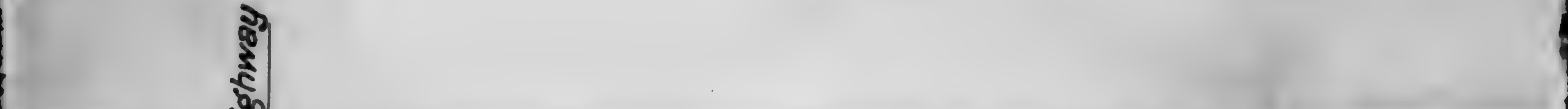


S

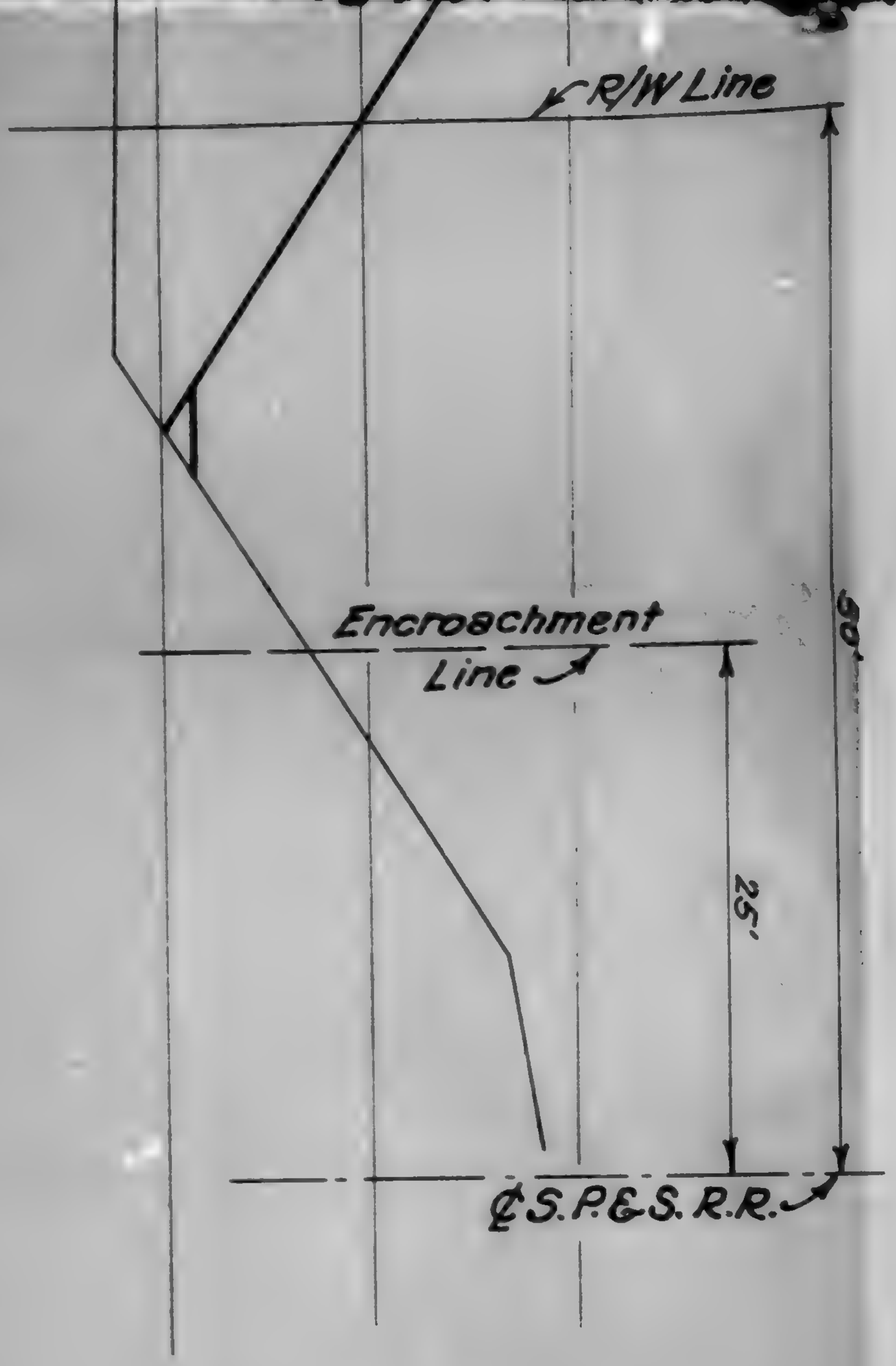
Sta. 317

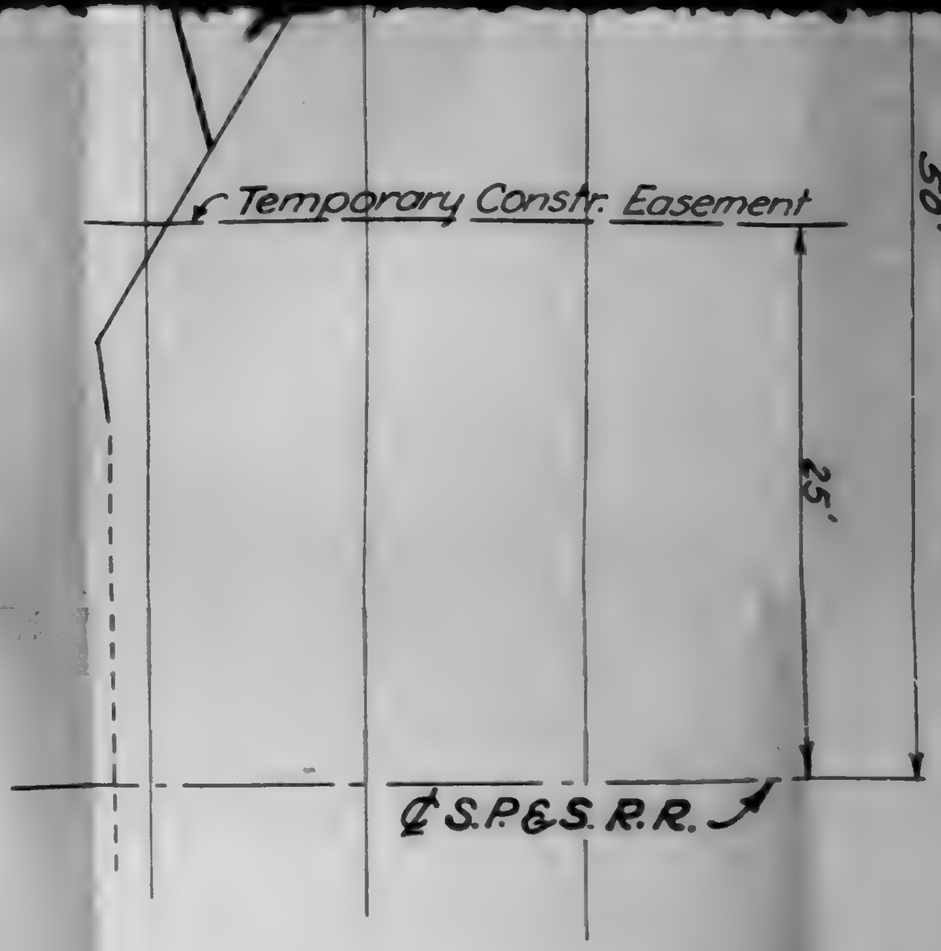


SECTION B-B
Sta. 317+50 = R.R. 2079+15 ±



SECTION A-A
Sta. 313+00 = R.R. 2074+65 ±


R/W Line
Encroachment Line
50'
25'
℄ S.P.&S. R.R.


Temporary Constr. Easement
50'
25'
℄ S.P.&S. R.R.

8B-2-8

RECEIVED
DEC 18 1958
FOR FILING
F-27(1)
5433

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 5, 1958

SUBJECT: Road Easement, Goble Section
Columbia River Highway

To:
Mr. P. M. Stephenson
Asst. State Highway Engineer
Office

Attached hereto are four prints of a railroad encroachment map No. 8B-5-8 on the above section of highway. We have added to this map an easement for road construction along the northerly side of the railroad tracks between Stations 319 and 332. The construction of this road would eliminate the necessity of constructing a vehicular underpass at Station 332+50.

Mr. Paxson covered the construction of this road in his letter of November 26, 1958, to Mr. F. G. Merryman of the Northern Pacific Railway Company. In that letter he indicated that we would be sending a description and map in the near future.

We have a deadline of December 12th in order to make the changes on the plans to include this access road and eliminate the vehicular underpass. An early reply to this matter will be appreciated.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:ep

Attachments

NOTED
P. M. STEPHENSON

RECEIVED
1958
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
NOV 28 1958
FOR FILING

F-27(8)

54[illegible]

November 26, 1958

Mr. F. G. Merryman, Manager
Timber and Western Lands
Northern Pacific Railway Company
Smith Tower
Seattle, Washington

Dear Sir:

The State is reconstructing a section of the Lower Columbia River Highway near Goble. The existing road is partially upon railroad right of way but we have no record of any encroachment having been granted. I am attaching hereto a print from our Drawing 5B-5-8 showing the encroachments which we are requesting.

Our records show that the division in ownership between the Spokane, Portland & Seattle Railway Company and the Northern Pacific Railway Company is at Railroad Station 2108+58 and that right of way lying to the south of this station is owned by the Northern Pacific Railway Company.

You will note on the map an underpass of the highway joining with the existing underpass of the railroad near Railroad Station 2094+28. This underpass serves only a small tract owned by Mr. A. A. Anderson and possibly some property owned by the Northern Pacific Railway Company. We understand that it is the desire of the Railway Company to close the underpass if this can be done. We have reached a preliminary agreement with Mr. Anderson whereby he would consent to the closure provided he is given access to his property over the railroad property lying adjacent to it. There is an existing grade crossing of the railroad at Lake Street in Goble (Railroad Station 2080+70) and a low-type road leading north almost to the Anderson property. If we can secure from your company an easement for Mr. Anderson to use this road and an extension of it across the remainder of your property, the State would put it into shape for his use as a part of the project. This would save the State building the underpass of the highway and the connecting road and would also permit the railroad company to abandon the underpass of its tracks. I am advised that you now lease a portion of your property adjacent to the Anderson property to a Mr. Wyatt who could also be served by the proposed access road.

We are surveying the proposed access road and will send you a description in the near future. This matter has been discussed with Mr. Hoy of the S.P.& S. Railway Company and he has indicated approval of the scheme. It would be appreciated if you would give this matter your early consideration both as to the easements which we are requesting that are shown on the attached map and as to the proposal to provide access to the Anderson property. I am attaching a copy of a letter which we have received from Mr. Anderson concerning the matter.

I am attaching a copy of the description of the easements that we are requesting on your operating right of way.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. E. F. Moy, Chief Engineer
S.P.& S. Railway Company, Portland, Oregon

Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1958

SUBJECT: File No. 29160 - Northern Pacific Railroad Company
Goble-St. Helens Section
Lower Columbia River Highway
Columbia County

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
Office

We forward herewith descriptions covering railroad encroachments and a slope easement on subject section of highway.

We discussed this matter verbally this morning with you, and understand that map prints are being forwarded from the Right of Way Description Section.

These descriptions do not cover the parcel which is to be purchased as non-operating property, said transaction to be handled by this office.

Walter T. Wright
WALTER T. WRIGHT
Assistant Right of Way Engineer

WTW:zg

Attachments

File 10836

St. Helens, Oregon
November 20, 1958

Oregon State Highway Commission,
Highway Building,
Salem, Oregon

Gentlemen:

It is understood from your right of way supervisor, Mr. E. J. Benner, that entrance to my property in Section 12, Twp. 6 N., Range 2 West, in Columbia County, cannot be economically constructed as I understood from my previous agreement with your Department.

However, it is my understanding that there is an existing roadway along the S. P. & S. right of way, which could possibly be improved to afford access to the above mentioned parcel of tide land.

I wish to state that if this can be done, I would, and hereby do waive any objection to removal of the present culvert under the railroad at Station 2094+28, and the necessity of extending this under the propsed highway improvement.

It is my desire to retain my property, in any event, and not to sell the same.

Very truly yours

A. A. Anderson
a. a. Anderson

B.

DESCRIPTION ONLY

Northern Pacific Railroad Company

Goble-St. Helens

Columbia County

File No. 29160
RR 11-26-58
8B-5-8

Columbia River Highway

Right of Way and Railroad Encroachment

PARCEL NO. 1
A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the Northern Pacific Railroad Co.; the said parcel being described as follows:

Beginning at a point on the Westerly right of way line of the Northern Pacific Railroad Company, said point being 50 feet Westerly from (when measured radially to) the center line of main line of said railroad at Station 2093+00; thence Easterly at right angles to said center line 10 feet to a line which is parallel with and 40 feet Westerly of said center line; thence Northwesterly parallel to said center line 400 feet, more or less, to a point which is 40 feet Southwesterly from (when measured at right angles to) said railroad center line at Station 2097+00; thence Northeasterly at right angles to said center line, 20 feet to a line which is parallel with and 20 feet Southwesterly of said center line; thence Northerly parallel to said center line, 558 feet, more or less, to a line at right angles to said center line at Station 2102+58; thence Southwesterly at right angles to said center line, 30 feet to the Westerly right of way line of said railroad; thence Southerly along said right of way line 958 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 0.48 acre.

PARCEL NO. 2
A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the Northern Pacific Railway Company; the said parcel being described as follows:

Beginning at a point on the Westerly right of way line of the Northern Pacific Railway Company, said point being 50 feet Westerly from (when measured at right angles to) the center line of the main line of said railway at Station 2070+70; thence Easterly at right angles to said center line 25 feet to a line which is parallel to and 25 feet Westerly of said center line; thence Northerly parallel to and 25 feet Westerly of said center line 660 feet to a line at right angles to said center line at Station 2077+30; thence Westerly at right angles to said center line 25 feet to the Westerly right of way line of said railway; thence Southerly along said right of way line 660 feet to the point of beginning.

The parcel of land to which this description applies contains 0.38 acre

PARCEL NO. 3 A temporary railroad slope easement for the construction period, over or on the following described parcel, to-wit:

A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the Northern Pacific Railway Company; the said parcel being described as follows:

Beginning at a point on the Westerly right of way line of the Northern Pacific Railway Company, said point being 50 feet Westerly from (when measured at right angles to) the center line of the main line of said railway at Station 2077+70; thence Easterly at right angles to said center line 25 feet to a line which is parallel to and 25 feet Westerly of said center line; thence Northerly and parallel to said center line 230 feet to a point opposite Station 2080+00; thence Northwesterly in a straight line 74.3 feet to the Westerly right of way line of said railway at a point opposite Station 2080+70; thence Southerly along said right of way line 290 feet to the point of beginning.

The parcel of land to which this description applies contains 0.15 acre.

fd/[illegible]

Northern Pacific Railroad Company

Goble-St. Helens

Columbia County

File No. 29160
RR 11-26-58
8B-5-8

Columbia River Highway

Right of Way and Railroad Encroachment

PARCEL NO. 1

A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the Northern Pacific Railroad Co.; the said parcel being described as follows:

Beginning at a point on the Westerly right of way line of the Northern Pacific Railroad Company, said point being 50 feet Westerly from (when measured radially to) the center line of main line of said railroad at Station 2093+00; thence Easterly at right angles to said center line 10 feet to a line which is parallel with and 40 feet Westerly of said center line; thence Northwesterly parallel to said center line 400 feet, more or less, to a point which is 40 feet Southwesterly from (when measured at right angles to) said railroad center line at Station 2097+00; thence Northeasterly at right angles to said center line, 20 feet to a line which is parallel with and 20 feet Southwesterly of said center line; thence Northerly parallel to said center line, 558 feet, more or less, to a line at right angles to said center line at Station 2102+58; thence Southwesterly at right angles to said center line, 30 feet to the Westerly right of way line of said railroad; thence Southerly along said right of way line 958 feet, more or less, to the point of beginning.

The parcel of land to which this description applies contains 0.48 acre.

PARCEL NO. 2

A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the Northern Pacific Railway Company; the said parcel being described as follows:

Beginning at a point on the Westerly right of way line of the Northern Pacific Railway Company, said point being 50 feet Westerly from (when measured at right angles to) the center line of the main line of said railway at Station 2070+70; thence Easterly at right angles to said center line 25 feet to a line which is parallel to and 25 feet Westerly of said center line: thence Northerly parallel to and 25 feet Westerly of said center line 660 feet to a line at right angles to said center line at Station 2077+30; thence Westerly at right angles to said center line 25 feet to the Westerly right of way line of said railway; thence Southerly along said right of way line 660 feet to the point of beginning.

The parcel of land to which this description applies contains 0.38 acre

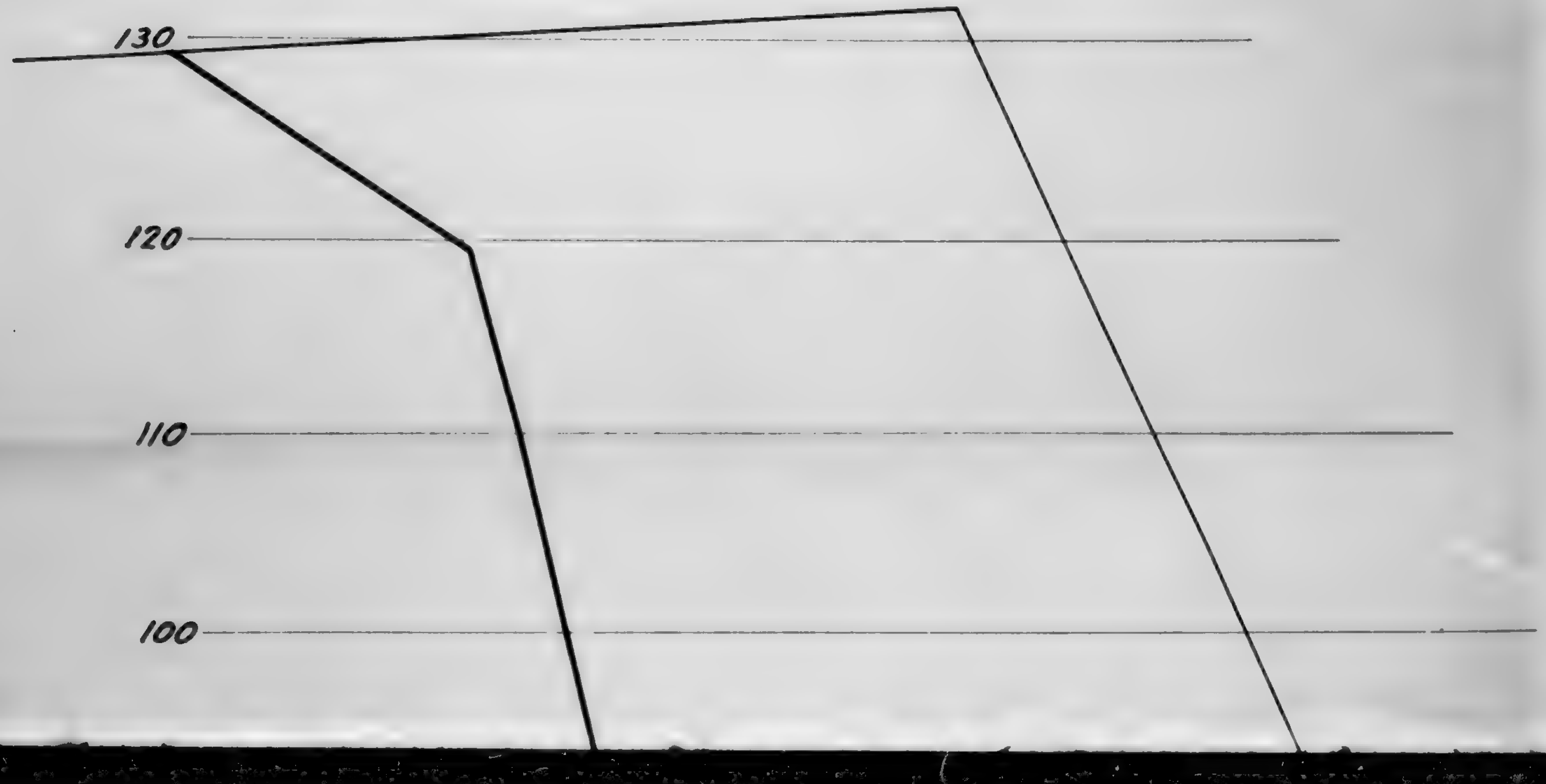
PARCEL NO. 3 A temporary railroad slope easement for the construction period, over or on the following described parcel, to-wit:

A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the Northern Pacific Railway Company; the said parcel being described as follows:

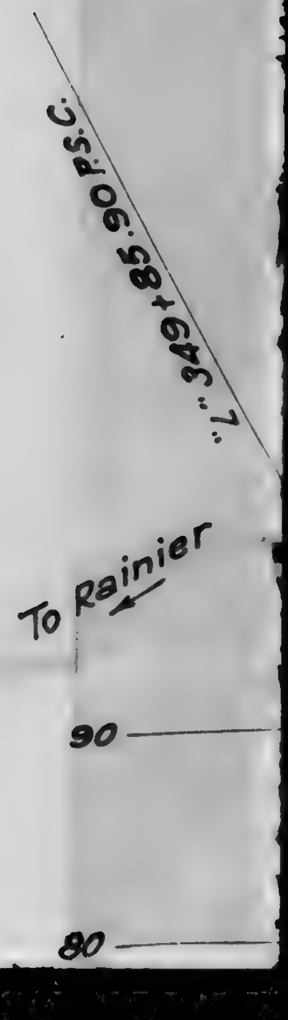
Beginning at a point on the Westerly right of way line of the Northern Pacific Railway Company, said point being 50 feet Westerly from (when measured at right angles to) the center line of the main line of said railway at Station 2077+70; thence Easterly at right angles to said center line 25 feet to a line which is parallel to and 25 feet Westerly of said center line; thence Northerly and parallel to said center line 230 feet to a point opposite Station 2080+00; thence Northwesterly in a straight line 74.3 feet to the Westerly right of way line of said railway at a point opposite Station 2080+70; thence Southerly along said right of way line 290 feet to the point of beginning.

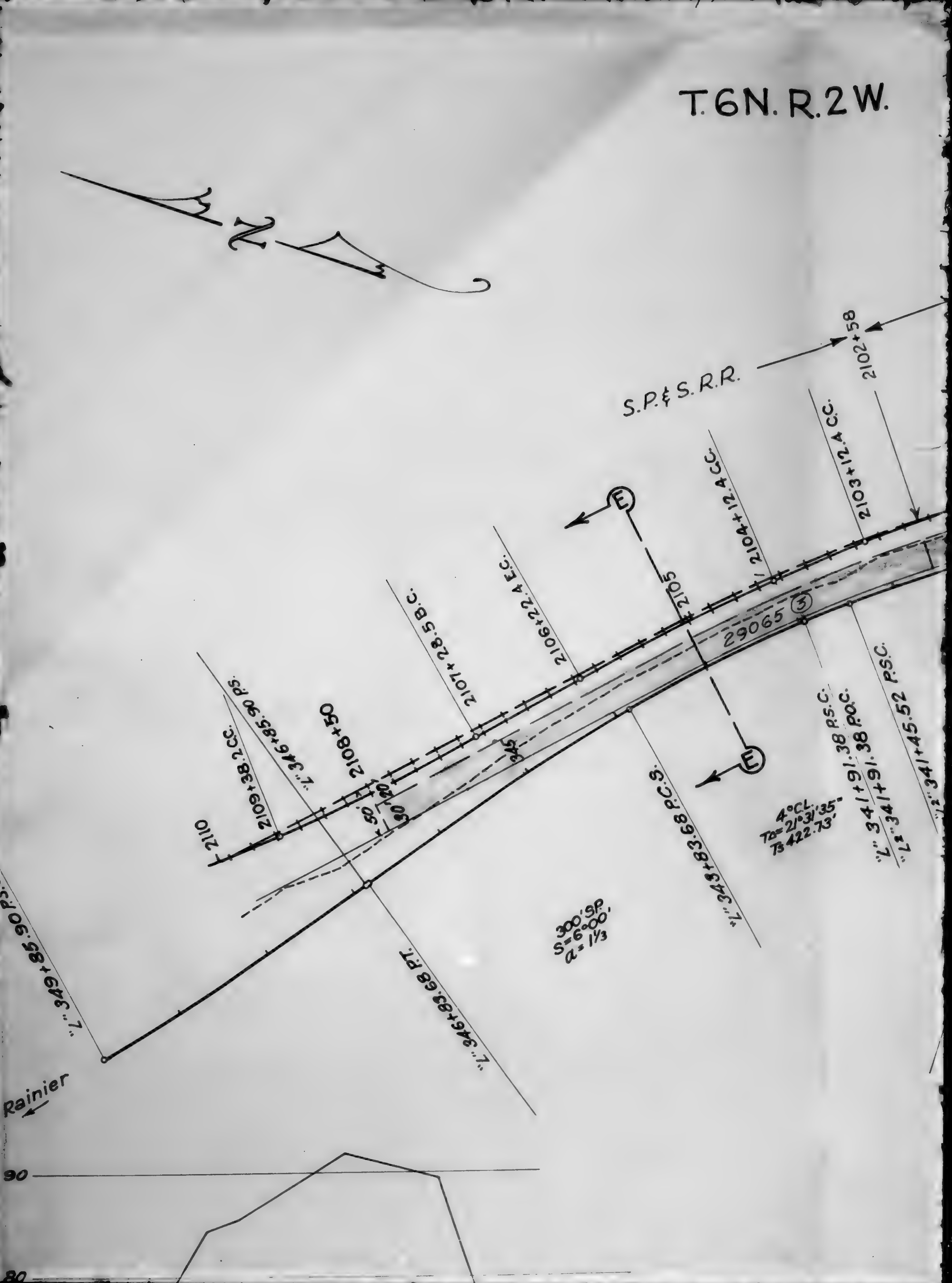
The parcel of land to which this description applies contains 0.15 acre.

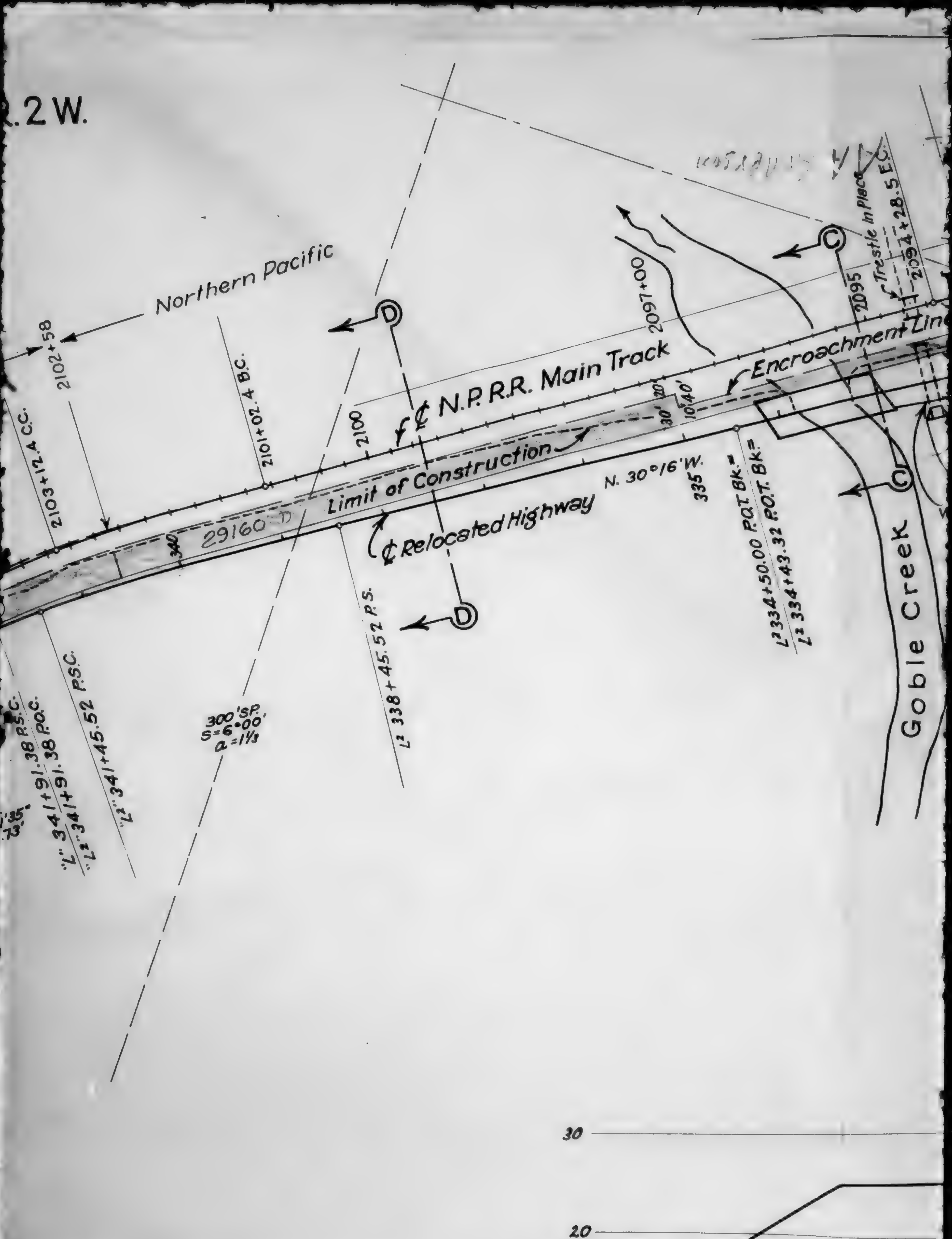
fd/rw

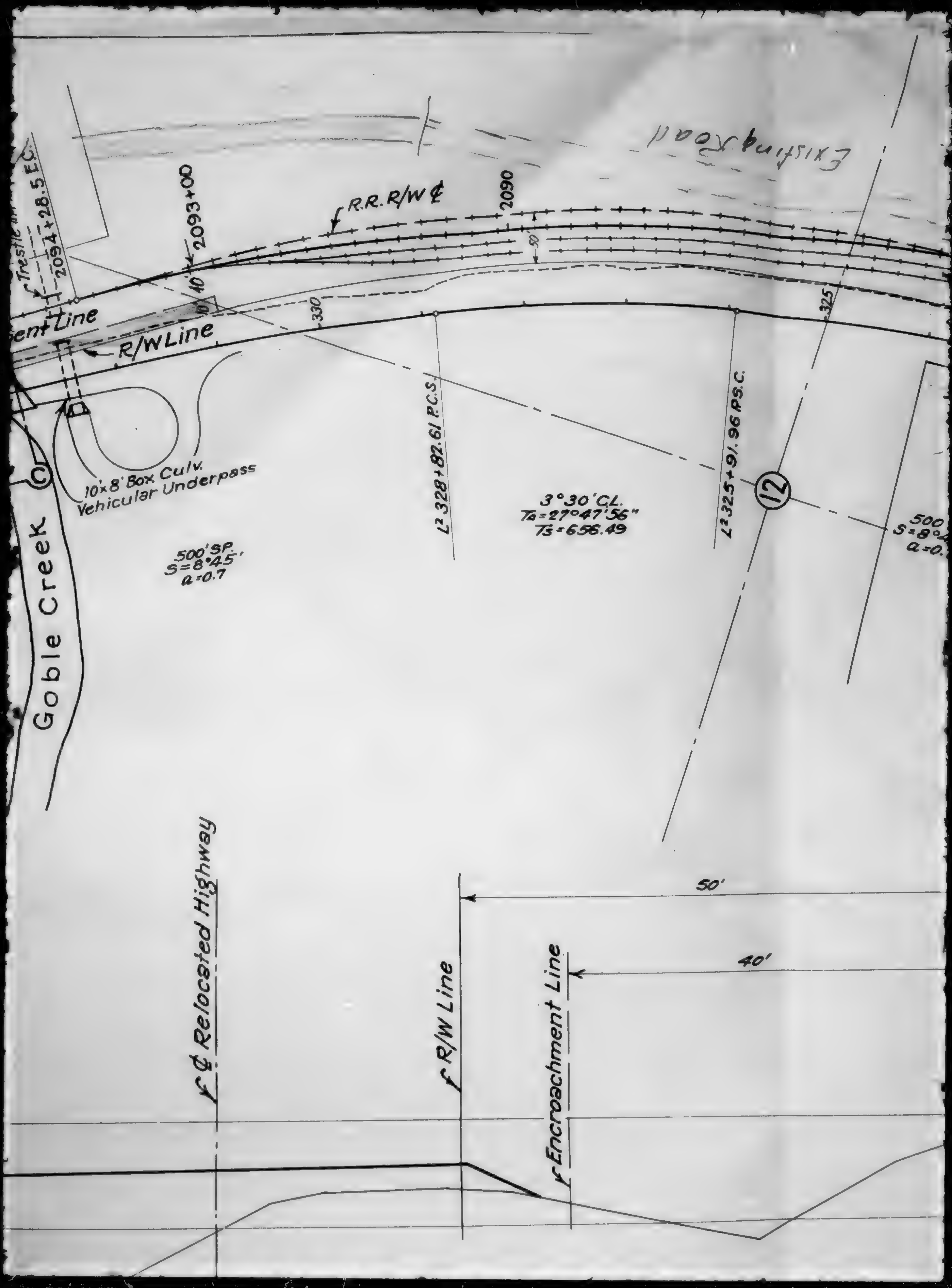

130
120
110
100

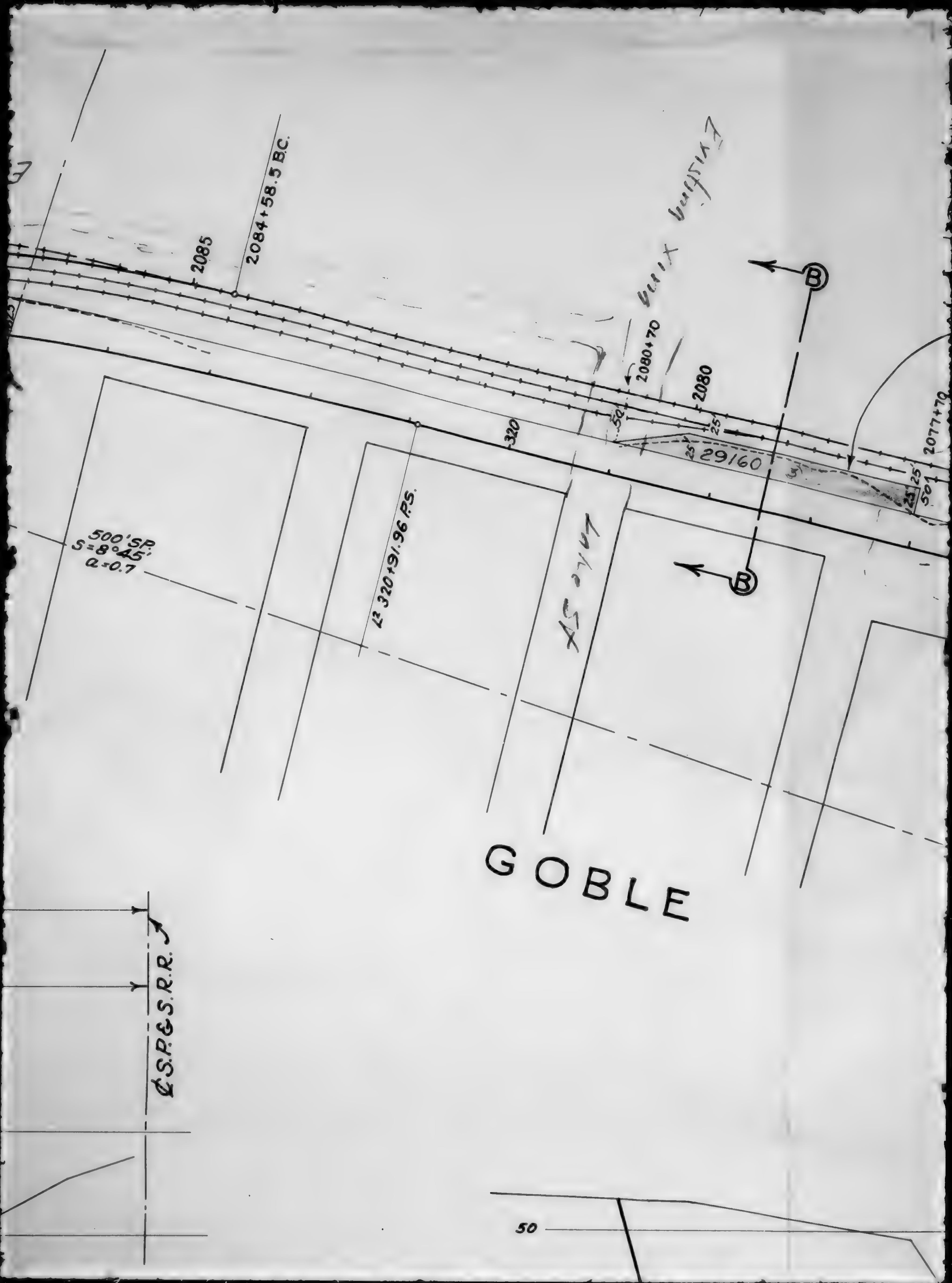
130
120
110
100

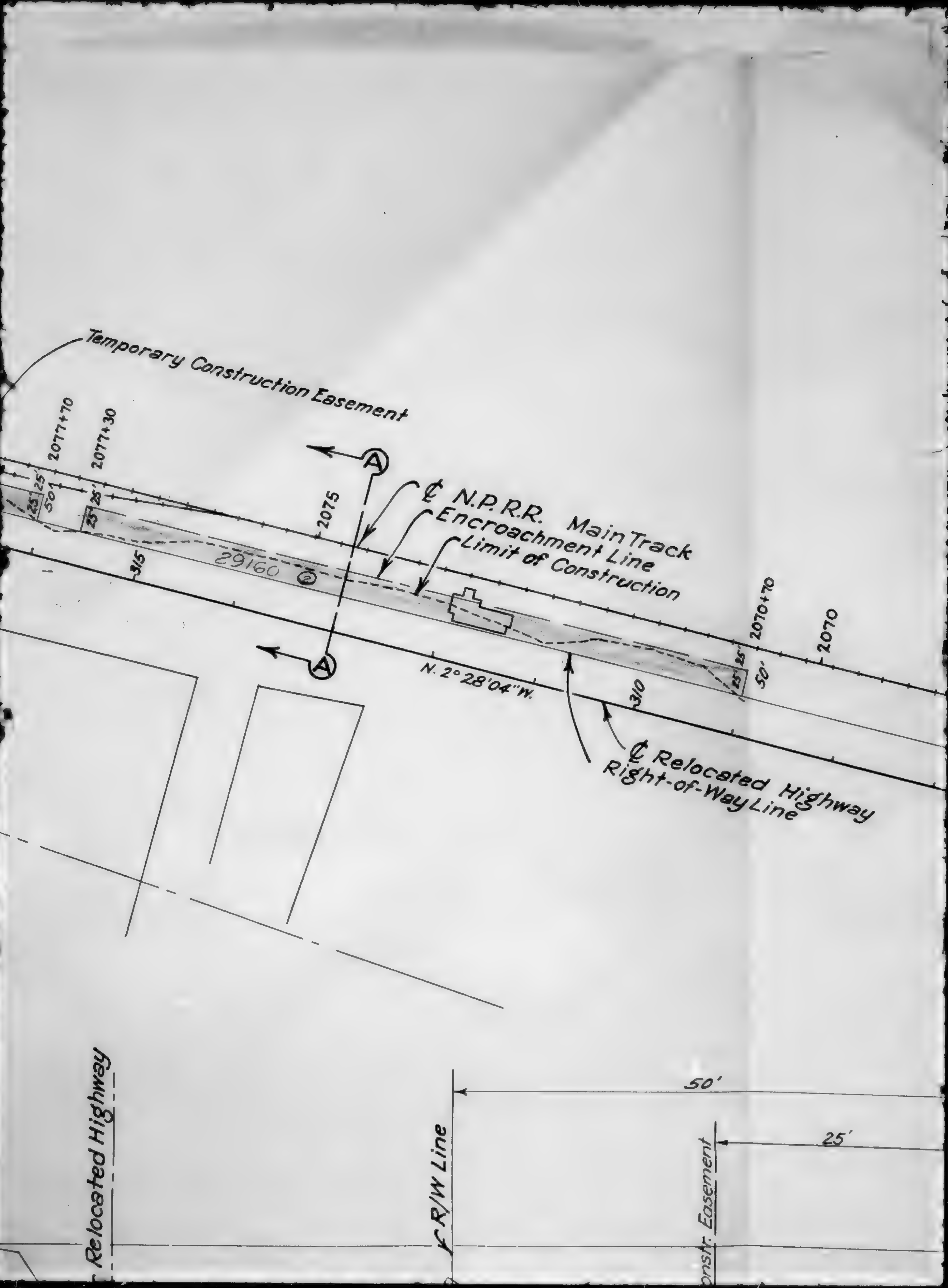

"L" 349+85.90 P.S.C.
To Rainier
90
80

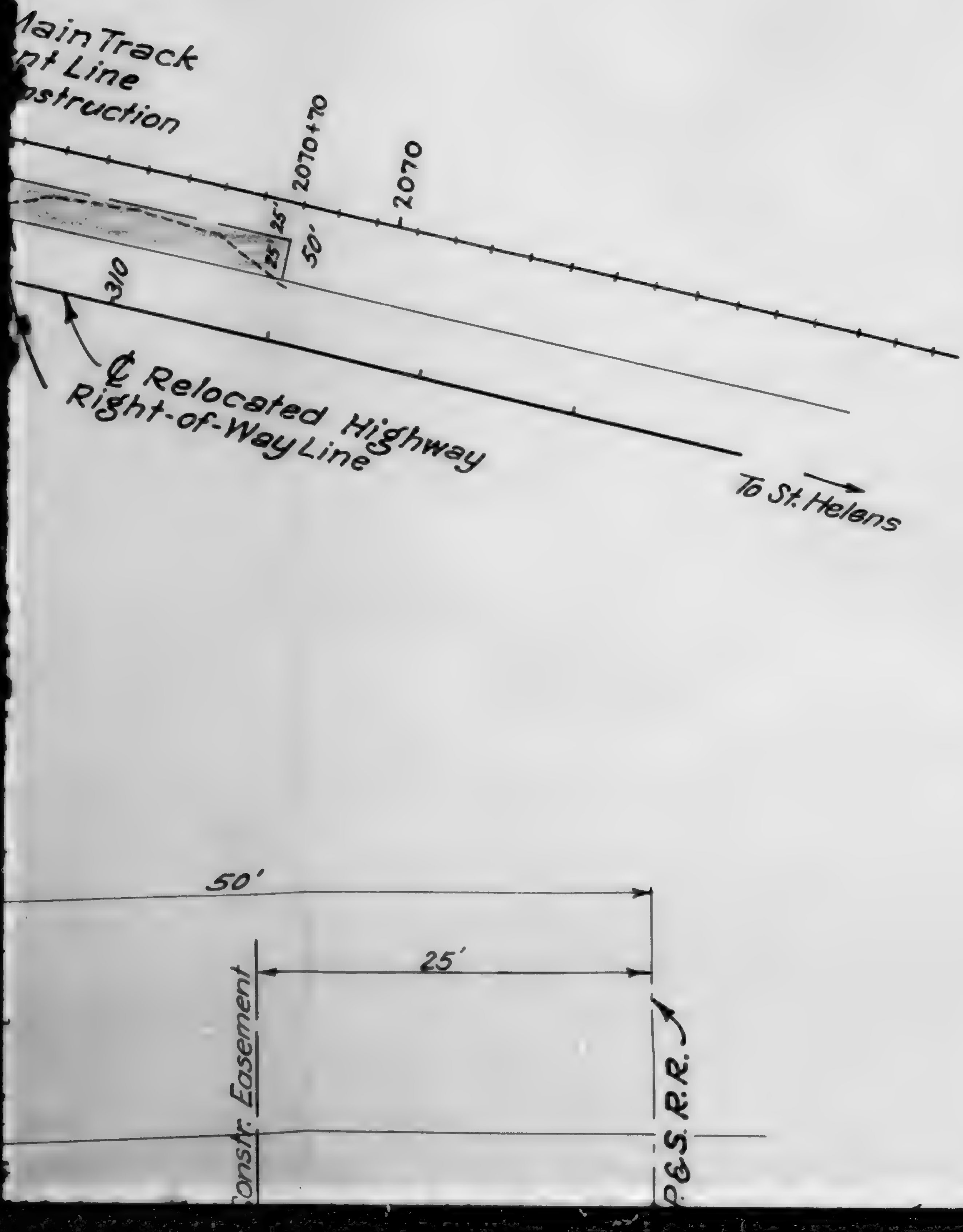

T.6N. R.2W.
N
S.P.& S.R.R.
2102+58
2103+12.4 C.C.
2104+12.4 C.C.
2105
2106+22.4 E.C.
2107+28.5 B.C.
2108+50
"L" 346+85.90 P.S.
2109+38.2 C.C.
2110
50'
30'
20
345
29065 ③
E
E
"L" 343+83.68 P.C.S.
4°C.L.
Tc=21°31'35"
Ts 422.73'
"L" 341+91.38 P.S.C.
"L2" 341+91.38 P.O.C.
"L2" 341+45.52 P.S.C.
300' SP.
S=6°00'
a=1 1/3
"L" 346+83.68 P.T.
"L" 349+85.90 P.S.C.
Rainier
90
80


R.2W.
Northern Pacific
2102+58
2103+12.4 C.C.
2101+02.4 B.C.
2100
f ℄ N.P.R.R. Main Track
2097+00
2095
Trestle in Place
2094+28.5 E.C.
Encroachment Line
20'
10'
40'
30'
Limit of Construction
29160 D
340
℄ Relocated Highway
N. 30°16'W.
335
L² 334+50.00 P.O.T. Bk.=
L² 334+43.32 P.O.T. Bk.=
Goble Creek
C
C
D
D
L² 338+45.52 P.S.
"L²" 341+45.52 P.S.C.
"L" 341+91.38 P.S.C.
"L²" 341+91.38 P.O.C.
300' S.P.
S=6°00'
a=1⅓
30
20

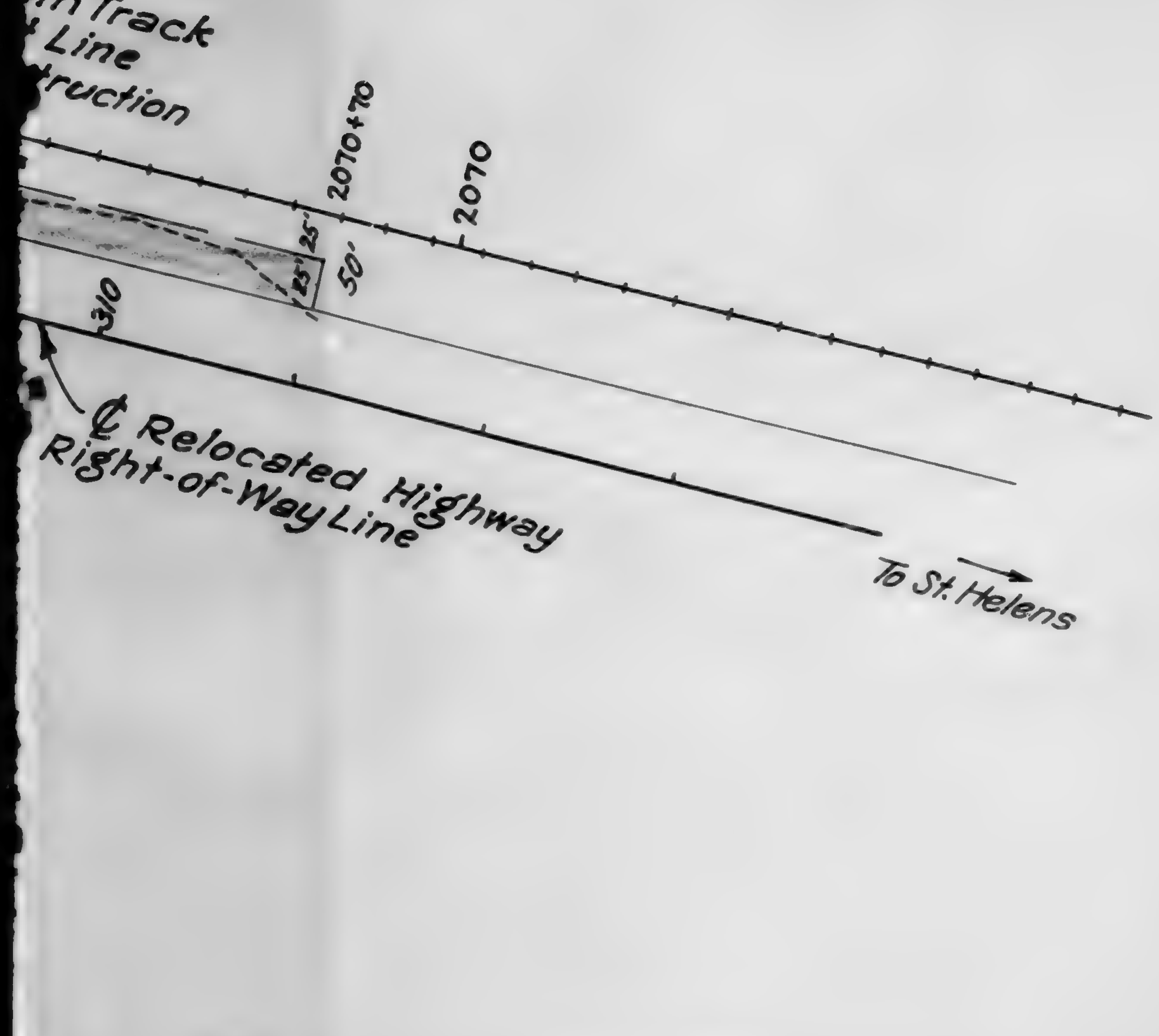

Existing Road
R.R. R/W ℄
2090
2093+00
Trestle
2094+28.5 E.C.
40'
50
ent Line
R/W Line
330
325
L² 328+82.61 P.C.S.
L² 325+91.96 P.S.C.
12
3°30' C.L.
Ta=27°47'56"
Ts=656.49
500' SP.
S=8°45'
a=0.7
500
S=8°
a=0.
10'x8' Box Culv.
Vehicular Underpass
C
Goble Creek
℄ Relocated Highway
R/W Line
Encroachment Line
50'
40'


2084+58.5 B.C.
2085
2080+70
2080
2077+70
B
B
50
25
25
29160
25
501
25
320
500'S.P.
S=8°45'
a=0.7
L² 320+91.96 P.S.
GOBLE
℄ S.P.&S.R.R.
50

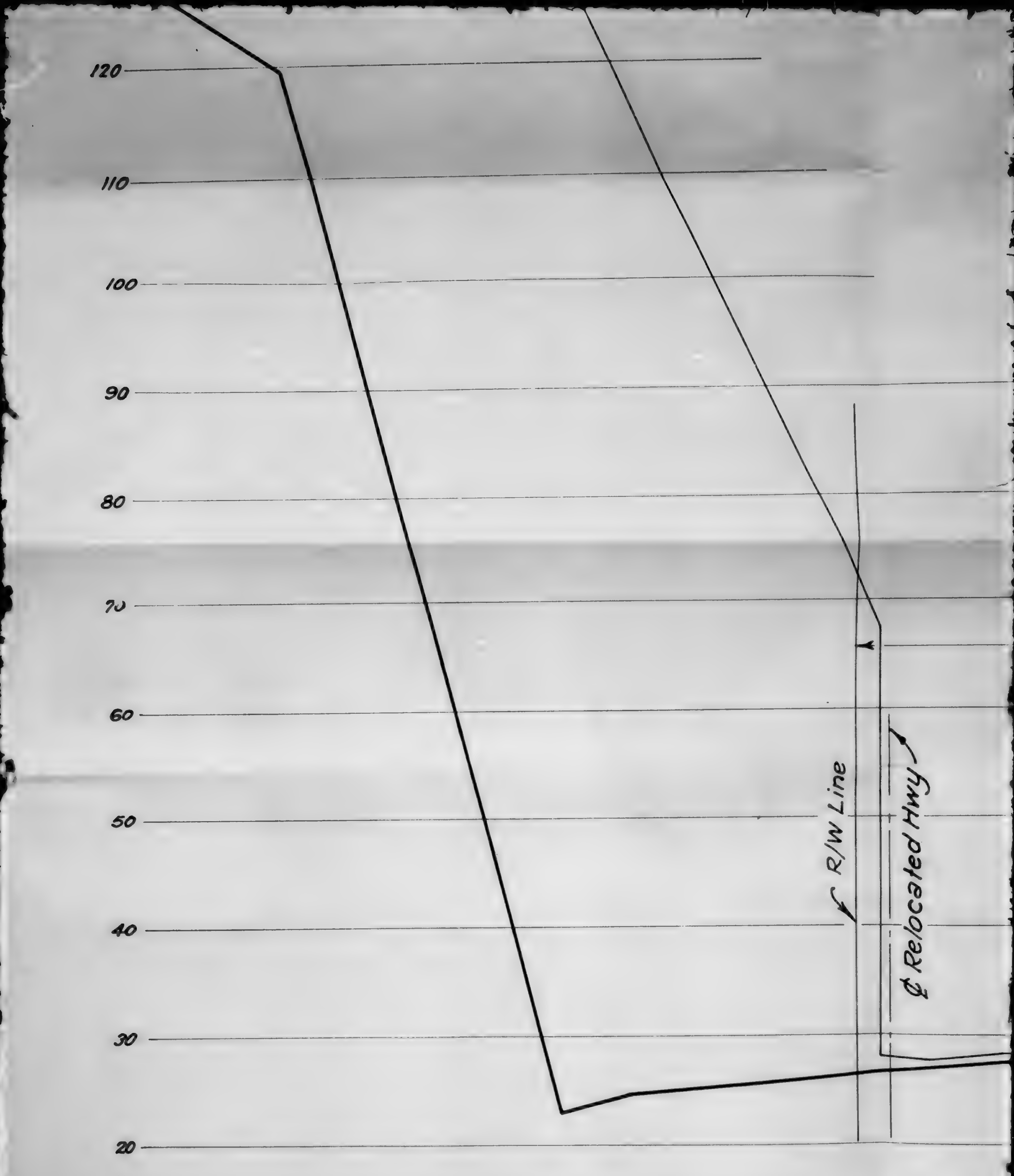

Temporary Construction Easement
2077+70
2077+30
2075
25'
50'
A
℄ N.P.R.R. Main Track
Encroachment Line
Limit of Construction
29160
315
N. 2° 28' 04" W.
2070+70
2070
310
℄ Relocated Highway
Right-of-Way Line
Relocated Highway
R/W Line
50'
25'
onstr. Easement

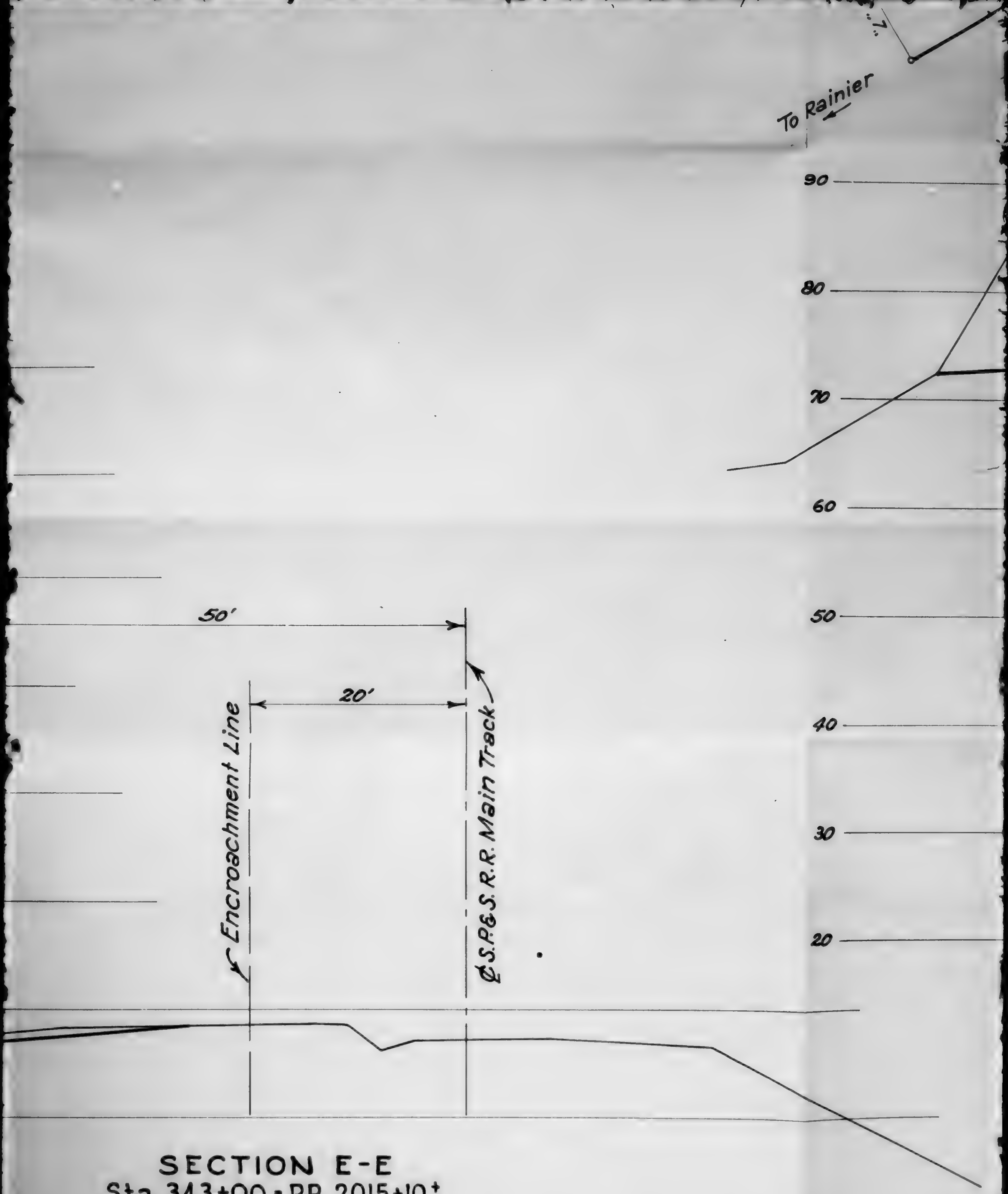


Main Track
nt Line
nstruction
2070+70
2070
25'
25'
50'
310
℄ Relocated Highway
Right-of-Way Line
To St. Helens
50'
25'
onstr. Easement
P&S. R.R.



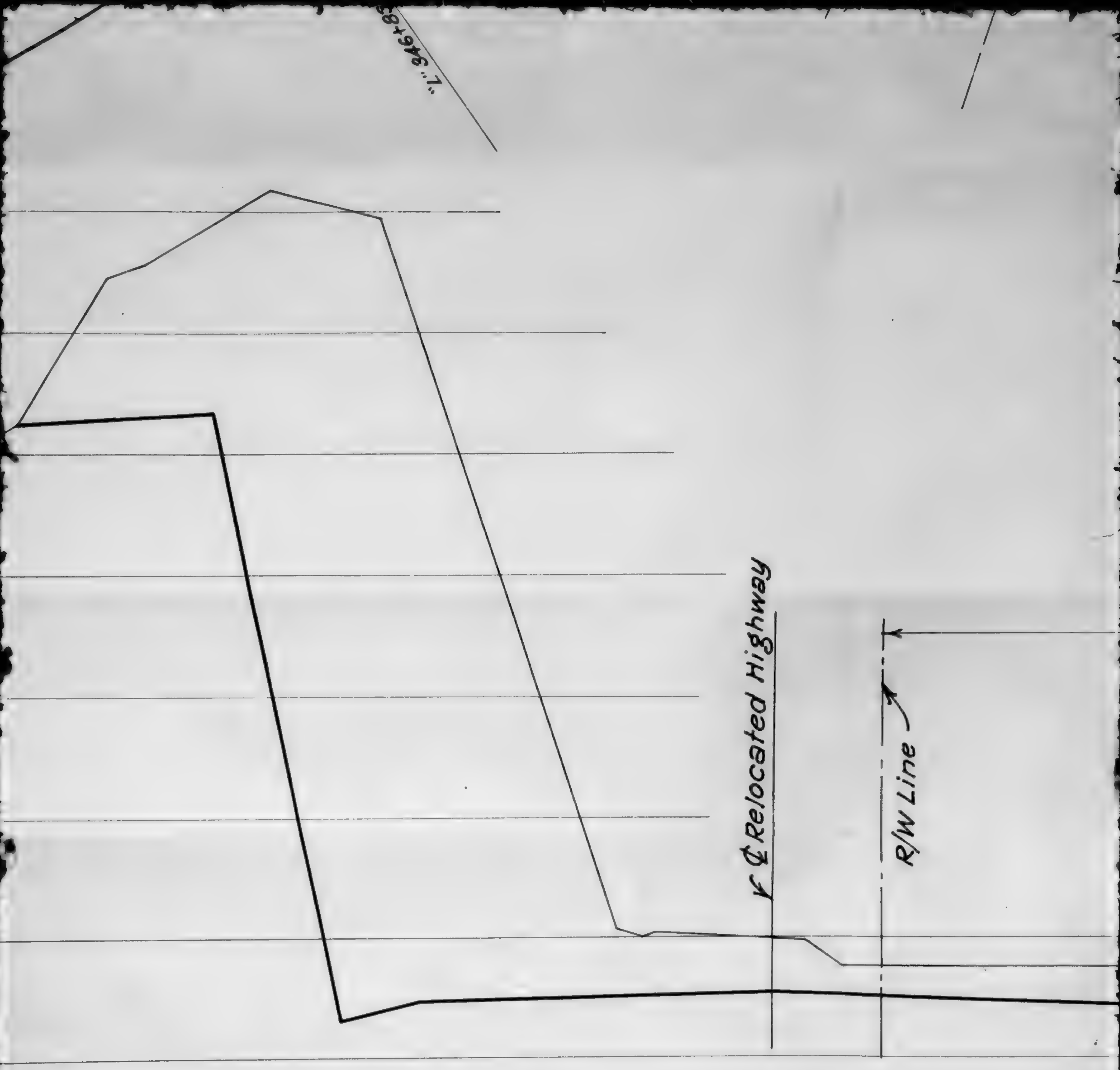
in Track
Line
truction
2070+70
2070
25'
25'
50'
310
℄ Relocated Highway
Right-of-Way Line
To St. Helens
50'
25'
Constr. Easement
S.P.&S. R.R.


R/W Line
℄ Relocated Hwy



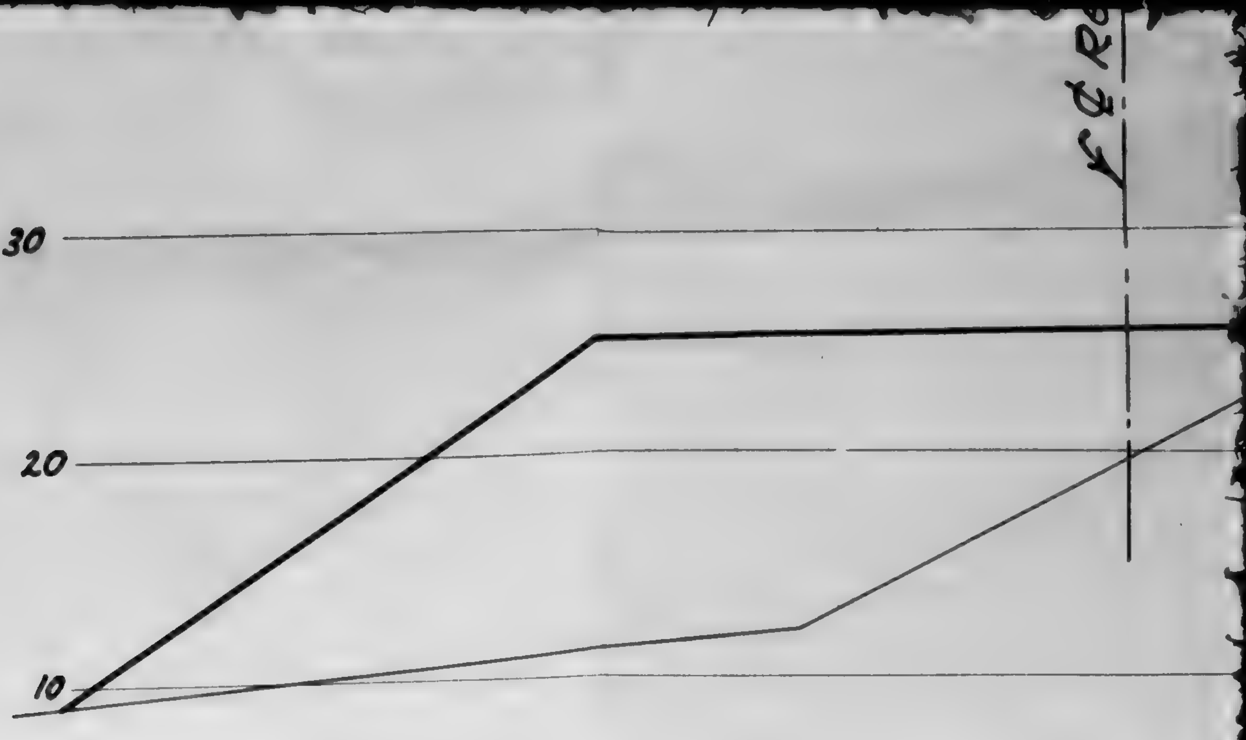
SECTION E-E

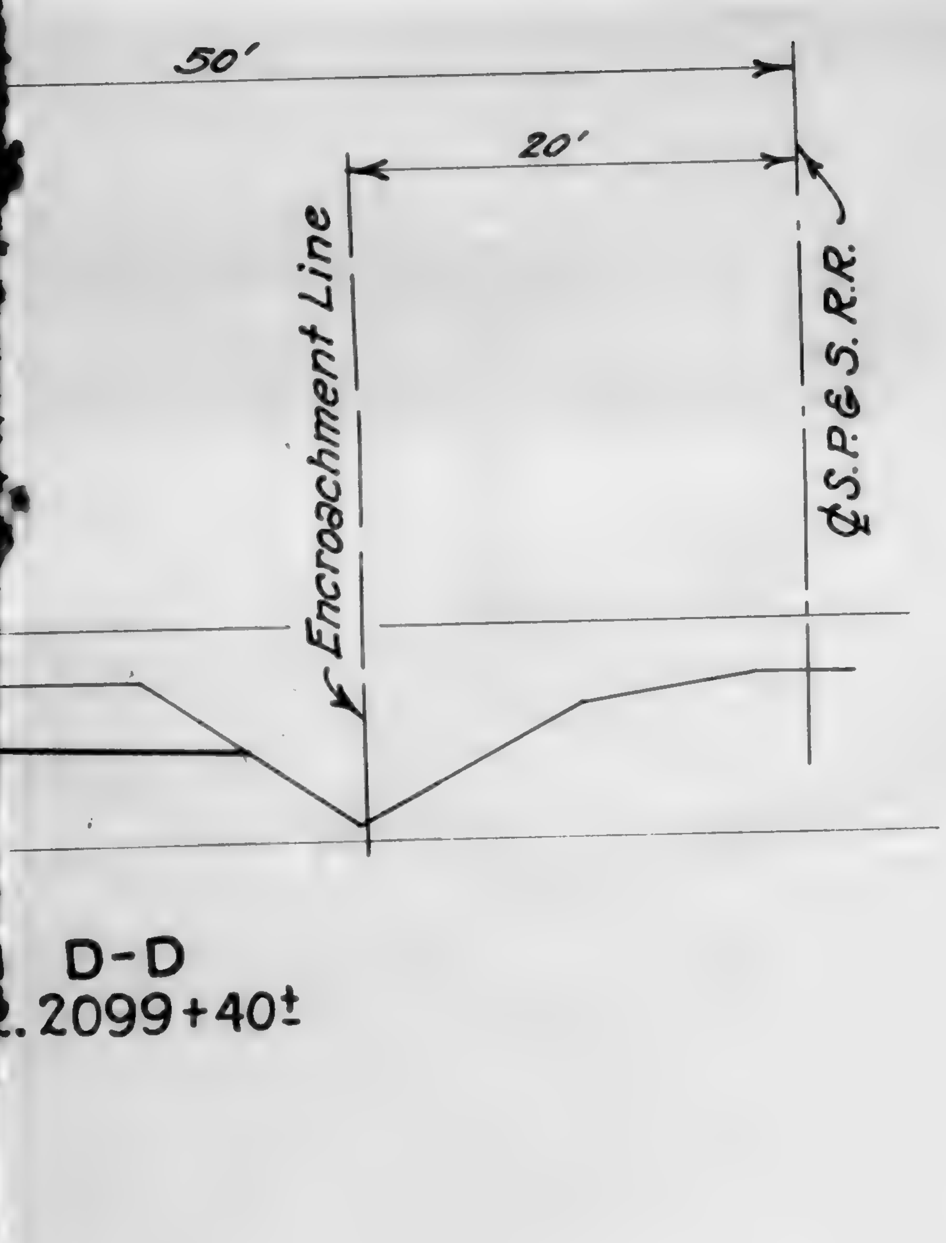
Sta. 343+00 = R.R. 2015+10±



SECTION D-

Sta. 337+50 = R.R. 209





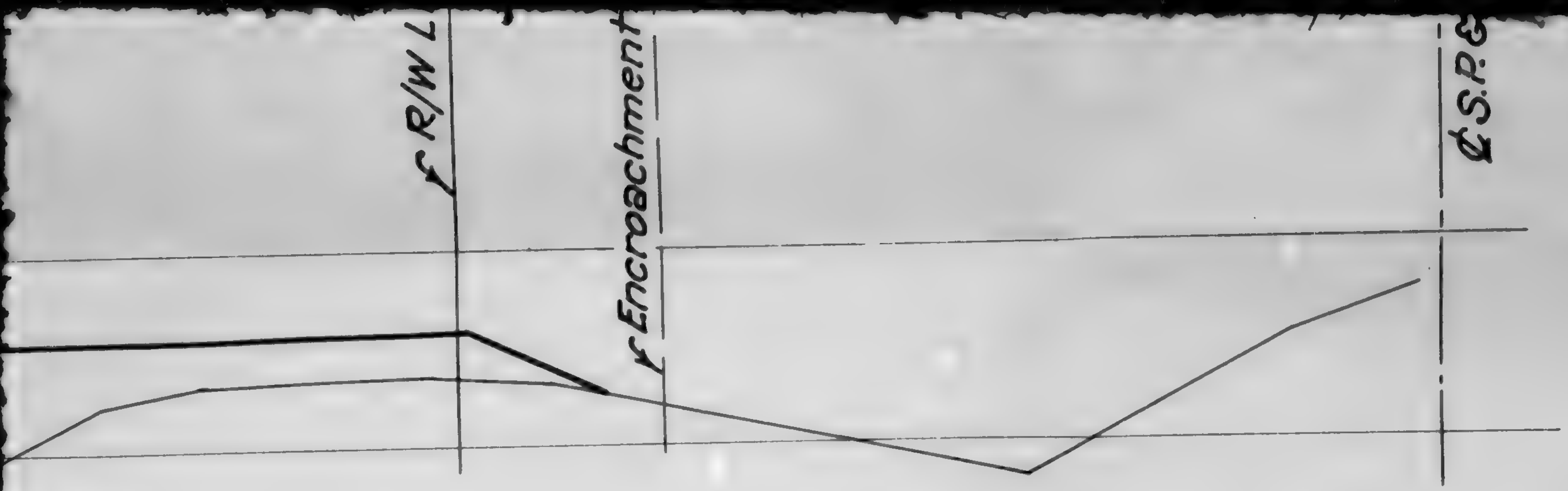
D-D
. 2099+40±

ORE

ENCROACHM

COL

Sca



SECTION C-C
Sta. 333+00 = R.R. 2095+10 ±

OREGON STATE HIGHWAY DEPARTMENT

Located Line

HMENT ON N.P., S.P.& S.R.R^{s}. AT GOBLE

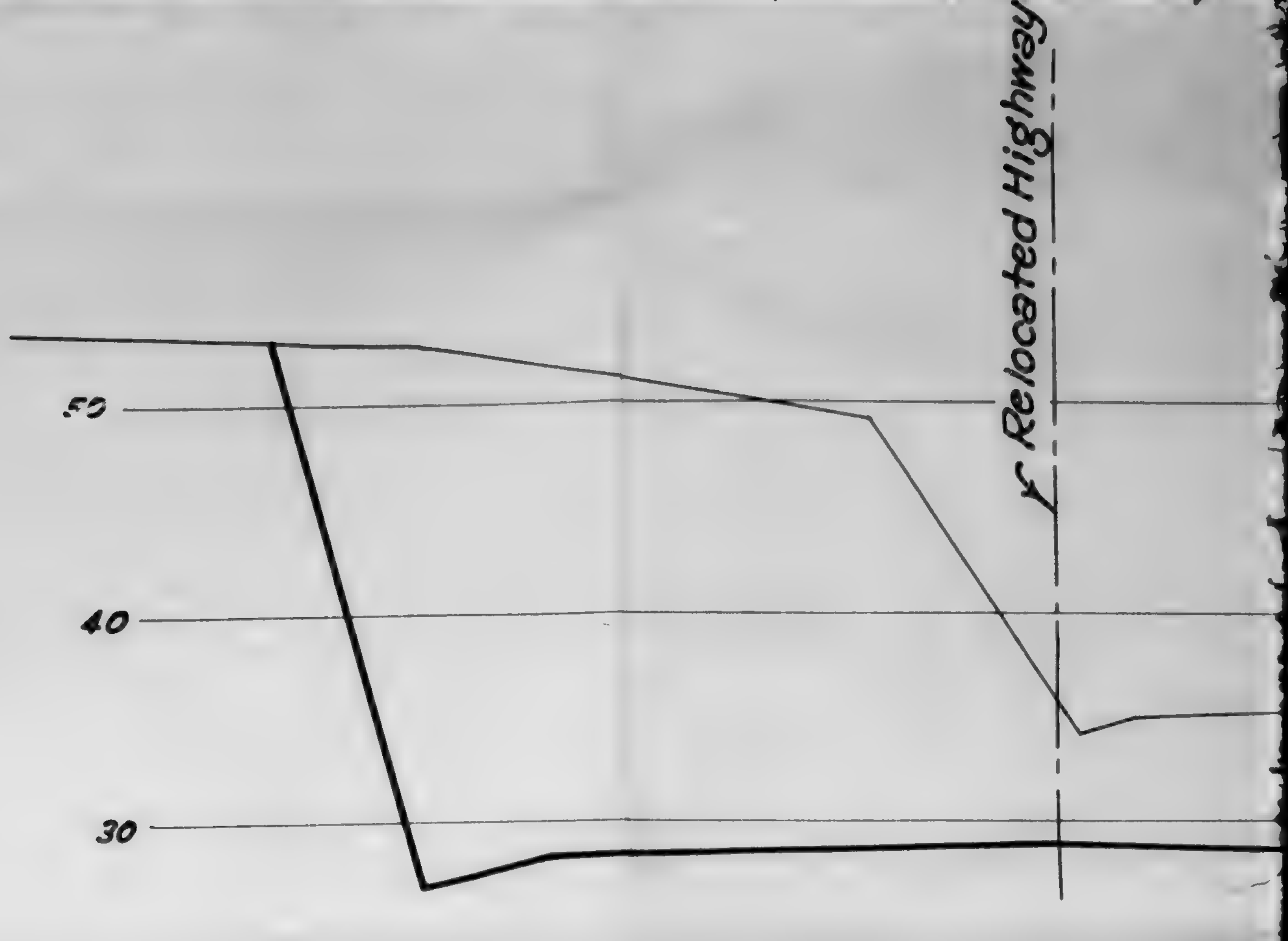
COLUMBIA RIVER HIGHWAY

Columbia County

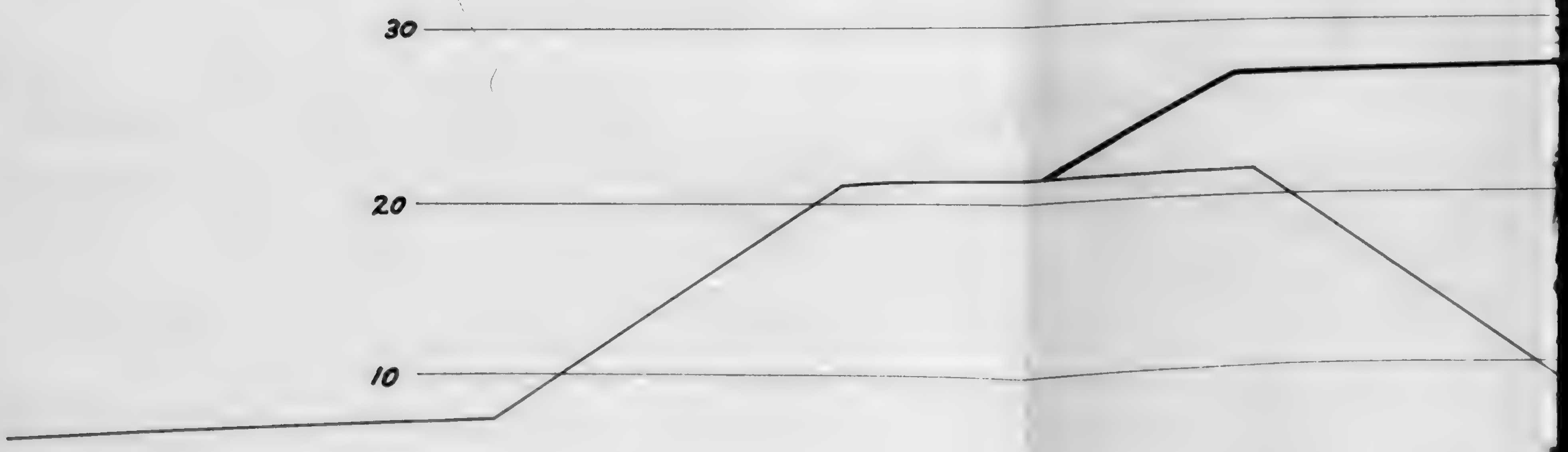
Scale 1" = 100' Nov. 1958

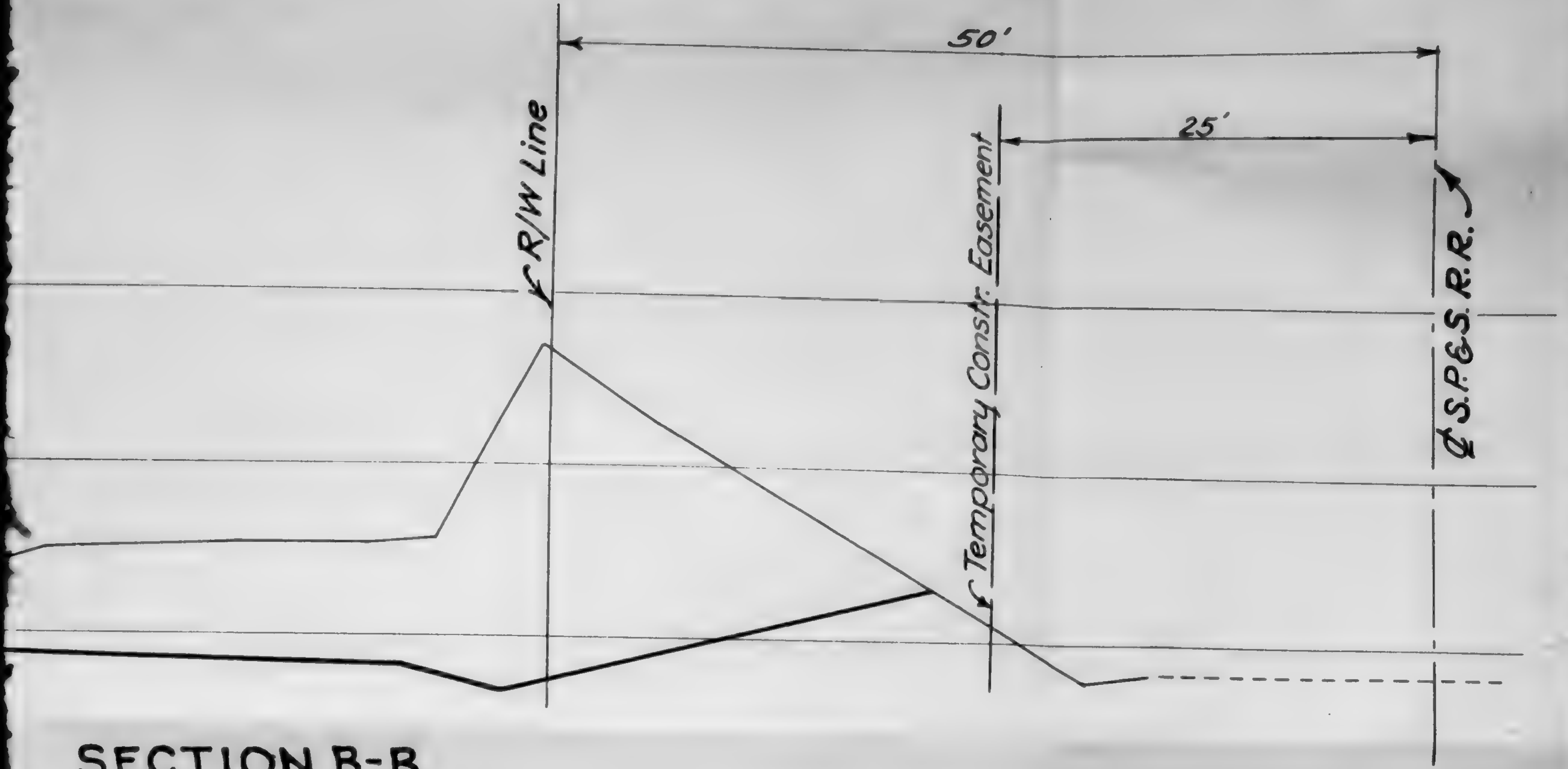
DWG. No. 8B-5-8

File No. 29065

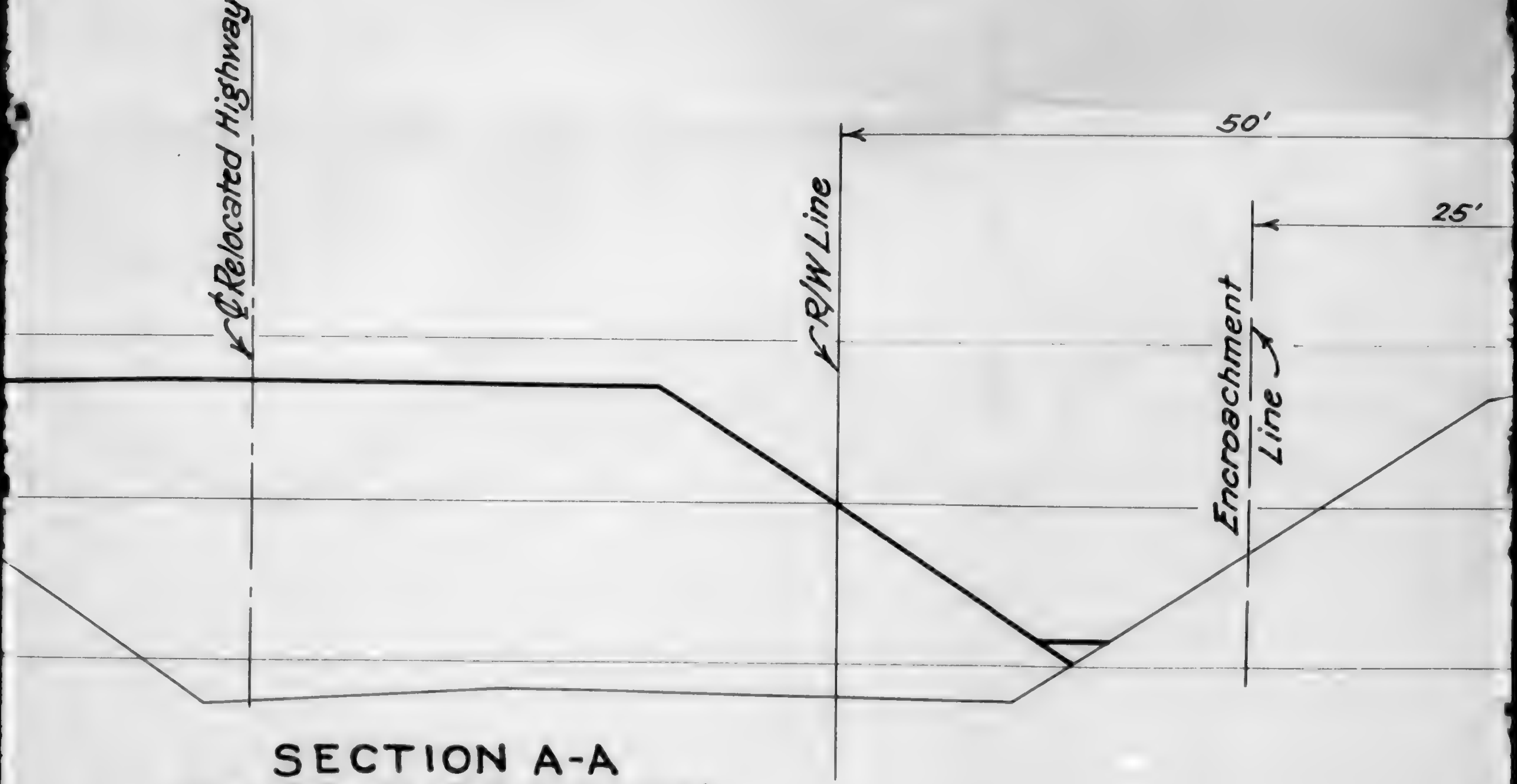


SEC
Sta. 317+5

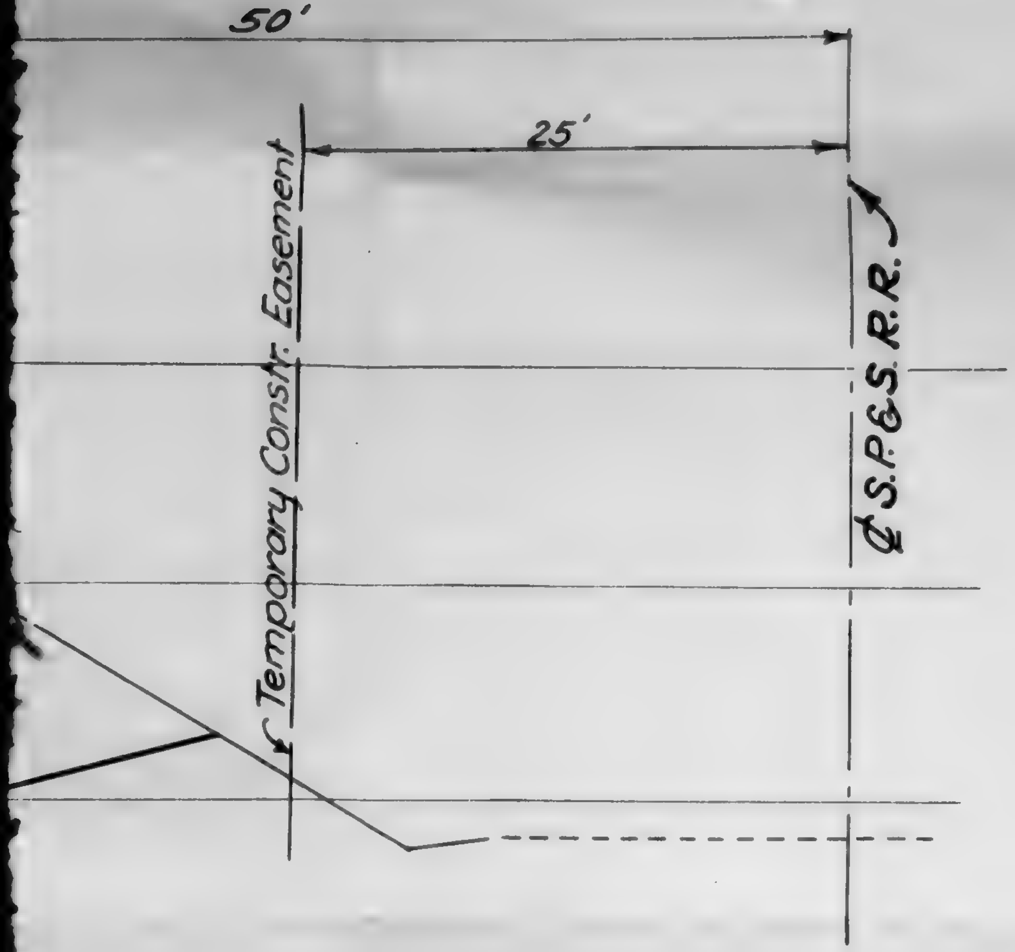


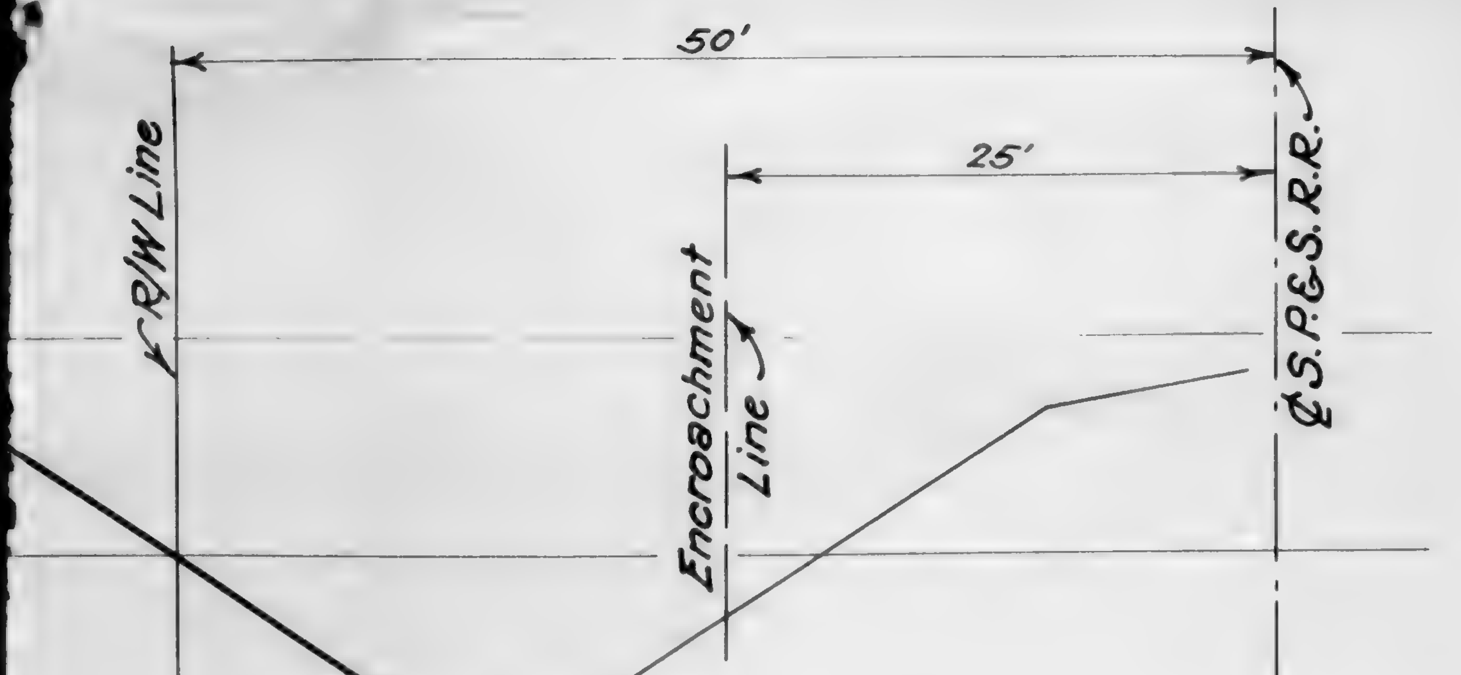


SECTION B-B
Sta. 317+50 = R.R. 2079+15±



SECTION A-A
Sta. 313+00 = R.R. 2074+65±


50'
25'
Temporary Constr. Easement
℄ S.P.&S. R.R.


50'
25'
R/W Line
Encroachment Line
℄ S.P.&S. R.R.

8B-2-8

R

RECEIVED
NOV 28 1958

FOR FILING
F-27(8)

5432

November 26, 1958

Mr. H. F. Moy
Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

The State is reconstructing a section of the Columbia River Highway near Goble. The existing road on this section is partially on the railroad right of way but apparently no record has ever been made of any encroachment. I am attaching hereto a print from our Drawing 8B-5-8, dated November 1958, which shows the encroachment we request for the construction of this section of highway.

According to our records the division of ownership between the S.P.& S. Railway Company and the Northern Pacific Railway Company is at Railroad Station 2102+58 and the section lying to the north of that station is owned in the name of the S.P.&S. Railway Company. We would appreciate your early consideration of granting us the easement required, of which I am attaching a copy of its description.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. F. G. Merryman, Manager
Timber and Western Lands
Northern Pacific Railway Company
Smith Tower, Seattle, Washington

Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter

RECEIVED
NOV 28 1958

FOR FILING
F-27(8)

5433

November 26, 1958

Mr. H. F. Moy
Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

The State is reconstructing a section of the Columbia River Highway near Goble. The existing road on this section is partially on the railroad right of way but apparently no record has ever been made of any encroachment. I am attaching hereto a print from our Drawing 8B-5-8, dated November 1958, which shows the encroachment we request for the construction of this section of highway.

According to our records the division of ownership between the S.P.& S. Railway Company and the Northern Pacific Railway Company is at Railroad Station 2102+58 and the section lying to the north of that station is owned in the name of the S.P.&S. Railway Company. We would appreciate your early consideration of granting us the easement required, of which I am attaching a copy of its description.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. F. G. Merryman, Manager
Timber and Western Lands
Northern Pacific Railway Company
Smith Tower, Seattle, Washington

Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter

FORM 8-30 80M 6-58 13036

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1958

SUBJECT: File No. 29065 - S. P. and S. Railway
Goble-St. Helens Section
Lower Columbia River Highway
Columbia County

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

We forward herewith a description covering that portion of the S. P and S. right of way on subject highway section, which is involved in the railway encroachment.

It is our understanding that the map to cover this encroachment is being forwarded from the Right of Way Description Section.

Walter T. Wright
WALTER T. WRIGHT
Assistant Right of Way Engineer

WTW:zg

Attachments-

Mof

DESCRIPTION ONLY

S. P. and S. Railway

Goble-St. Helens Section

Columbia County

File No. 29065
RR 11-26-58
8B-5-8

Columbia River Highway

Right of Way and Railroad Encroachment

A parcel of land lying in Section 12, Township 6 North, Range 2 West, W.M., Columbia County, Oregon, and being a portion of the right of way of the S. P. and S. Railway Co.; the said parcel being described as follows:

Beginning at a point on the Westerly right of way line of the S. P. and S. Railway Company, said point being 50 feet Westerly from (when measured at right angles to) the center line of main line of said railway at Station 2108+50; thence Northeasterly at right angles to said center line, 30 feet to a line which is parallel to and 20 feet Westerly of said center line; thence Southeasterly parallel with and 20 feet Westerly of said center line, a distance of 592 feet, more or less, to a point 20 feet Southwesterly from (when measured radially to) said center line at Station 2102+58; thence Southwesterly at right angles to said center line at said Station 2102+58, a distance of 30 feet to the Westerly right of way line of said railway; thence Northerly along said right of way line to the point of beginning.

The parcel of land to which this description applies contains 0.4 acre.

fd/

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NOV 24 1958
FOR FILING

FORM 230—50M—2-57—1476
F 2755
'5433

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1958

SUBJECT: Railroad Encroachment Maps
Goble-St. Helens Section
Columbia River Highway

To:

Mr. G. S. Paxson
Assistant Highway Engineer
Office

Attached are 4 prints of the railroad encroachment map No. 8B-5-8, concerning the subject section.

Tom Edwards
Construction Engineer
By D. J. Barbee
D. J. Barbee
Assistant Construction Engineer

DJB:mm

Attach

NOTED
G. S. PAXSON

P

RECEIVED
NOV 7 - 1958
FOR FILING

F-27(8)

8433

November 6, 1958

Oregon State Highway Commission

Gentlemen:

One of the projects on our Replacement Program, approved by the Commission on August 1, 1958, is the Goble Section of Lower US30.

We have now completed our survey of this section and I respectfully request your approval of this survey and authority to purchase the necessary rights of way. The details are shown on the attached map.

This matter will be on the agenda for your consideration at the December 11-12 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

FC:fn:ar

cc to: Mr. Tom Edwards
Mr. R. L. Porter

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1958

SUBJECT: Survey Approval Map, Goble Section
Columbia River Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached hereto are eleven prints of the above Survey Approval Map. This is presently on the January 13, 1959 schedule and we have been informed that no hearing will be required.

Tom Edwards
Construction Engineer

By D J Barbee

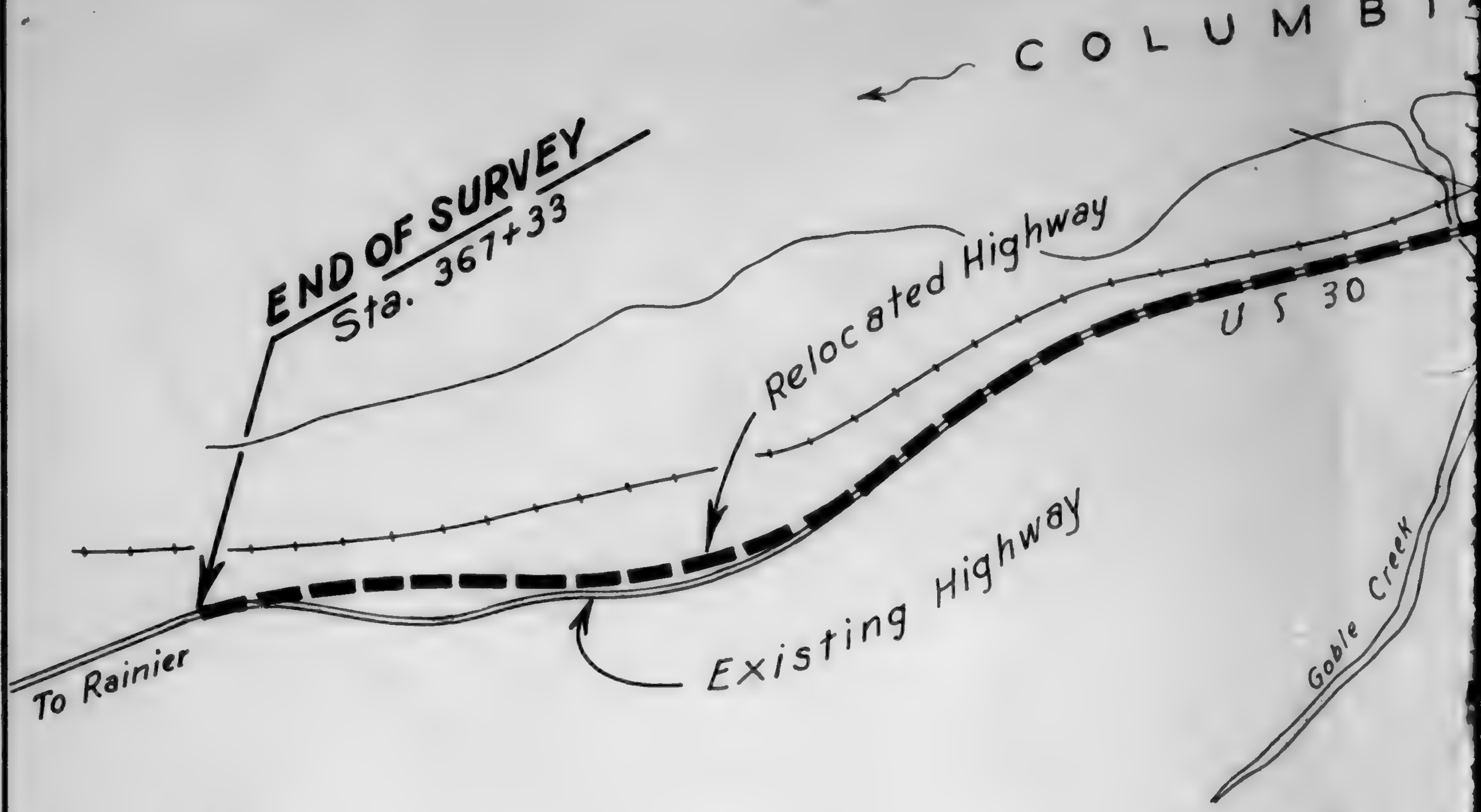
D. J. Barbee
Assistant Construction Engineer

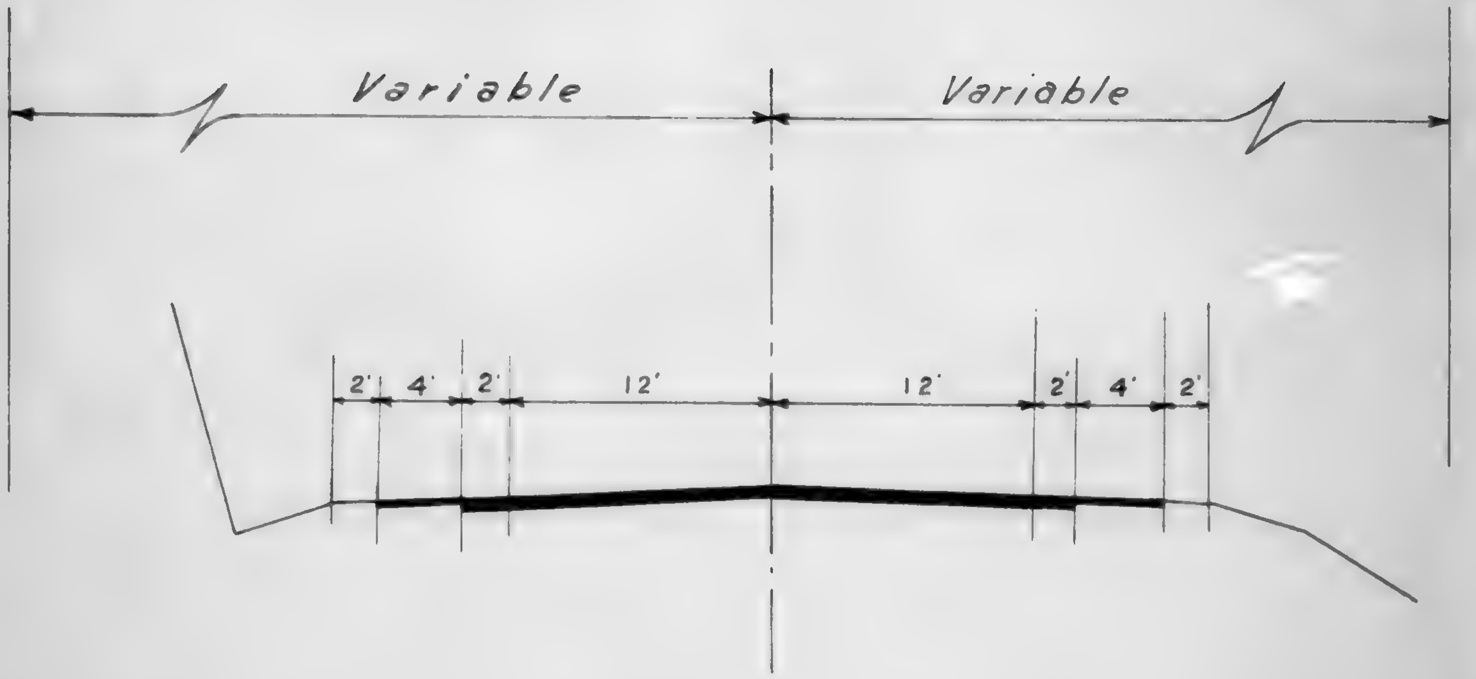
DJB:ep

Attachments

NOTED
FORREST COOPER

RECEIVED
NOV - 5 1958
OFFICE OF
STATE HIGHWAY ENGINEER


COLUMBI
END OF SURVEY
Sta. 367+33
Relocated Highway
U S 30
Existing Highway
To Rainier
Goble Creek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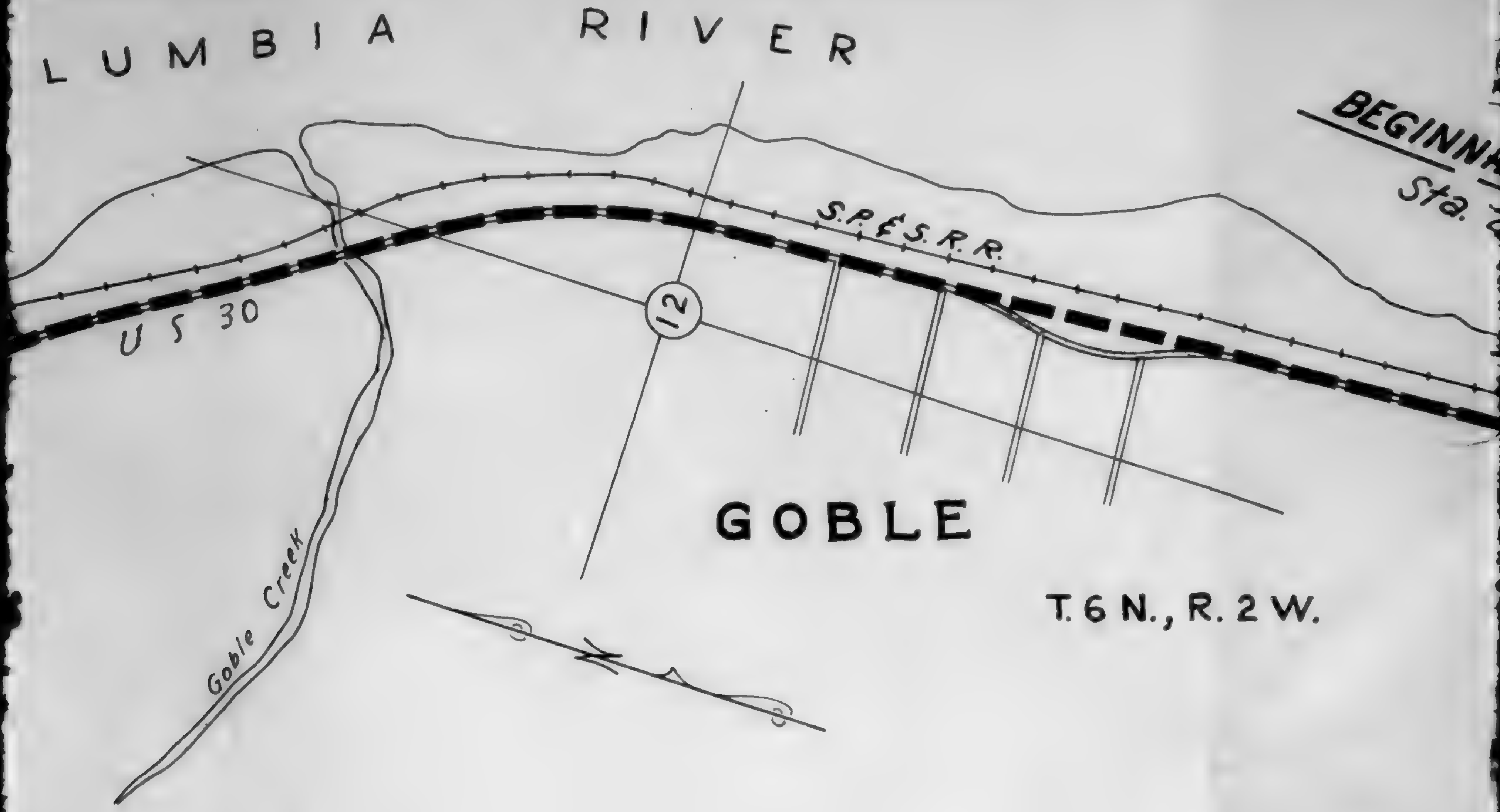
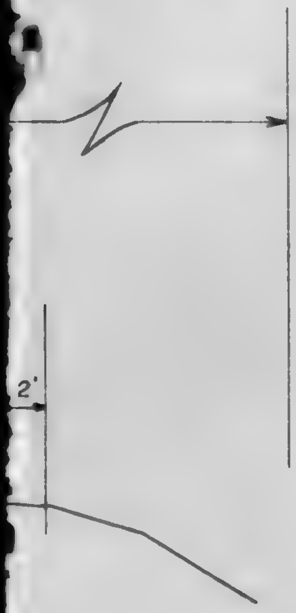




OREGON STATE HIGHWAY

Survey Approval

GOBLE SE

COLUMBIA RIVER

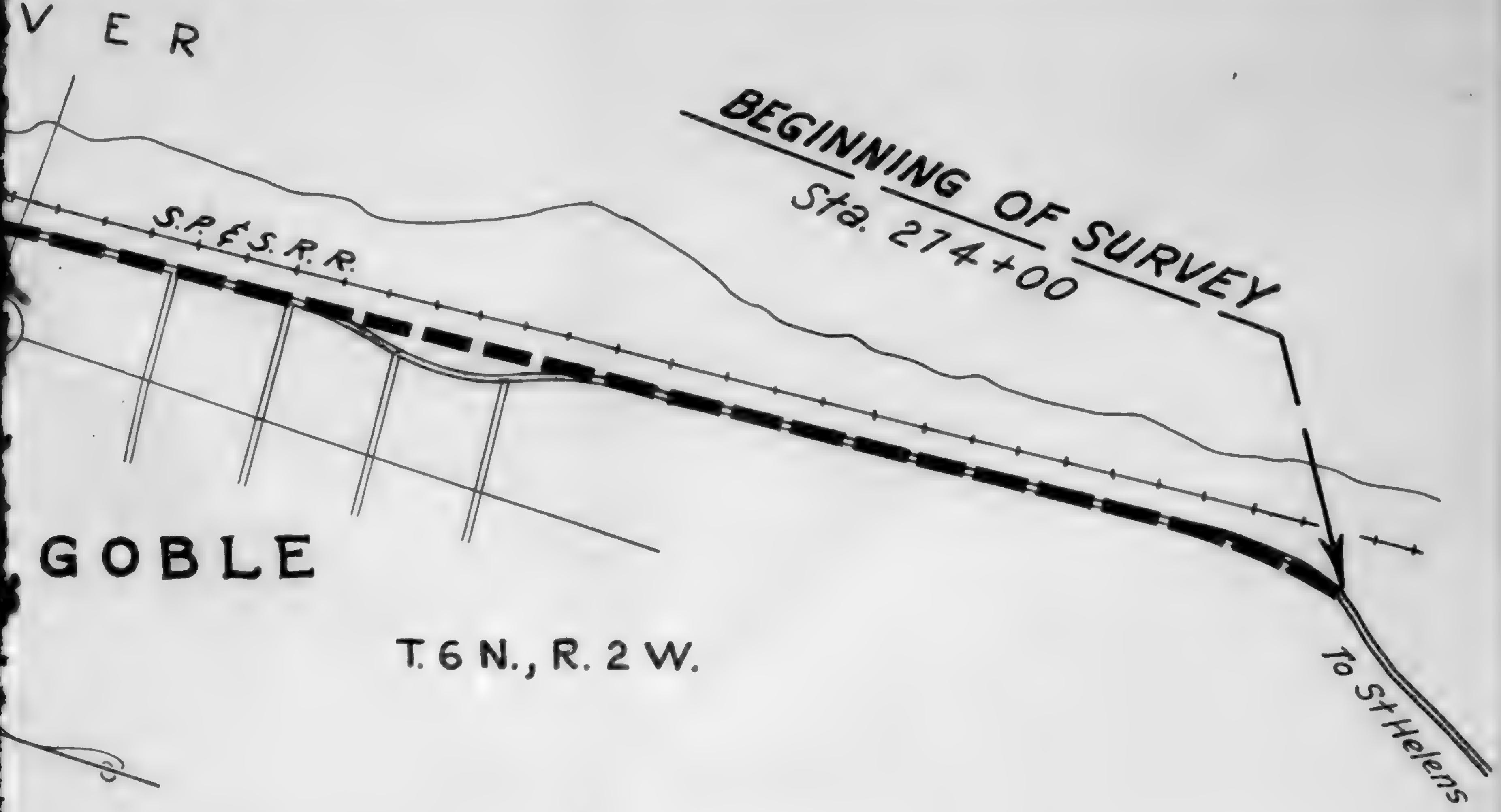
COLUMBIA C

Scale 1" = 400'

Dwg. No. 1

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 11-6-58

For Additional Details See Dwg's. N



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

GOBLE SECTION

COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY

Scale 1" = 400'

June 1958

Dwg. No. IR-3-1164

APPROVED

EPUTY STATE HIGHWAY ENGINEER

Date 11-6-58

For Additional Details See Dwg's. No. 6B-7-4 March, 1943 & 7B-24-8 Nov., 1953

NOTED
Harold C. Ayers

FORM E-90X—67,500—6-55—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 2nd,1957
SUBJECT:

NOTED
V. R [illegible]

NOTED
John F. Hagemann

[illegible] #2
[illegible] Tide Creek

To:

E. A. Collier
Maintenance Engineer
State Highway Department
Salem, Oregon

I note that under date of April 26, 1957 you wrote to B. P. Huntley, asking him to advise if Goble is operating as an incorporated city.

Mr. Hagemann of the City-County Department, and I met with the Columbia County Court last week, and one of the items discussed was our proposed construction on the Columbia River Highway in the Goble area. In this discussion, I understood that the City of Goble is still incorporated, but they do not have any officials, and that the County Court is handling all items affecting the incorporated area. Mr. Hagemann might be able to give you more information on this matter.

A G Skelton
A. G. SKELTON
Division Engineer

AGS:w
cc: John Hagemann ✓

RECEIVED
[illegible]

NOTED
C. G. SWENSON

RECEIVED
MAY 3 - 1957

N[illegible]
JOHN [illegible]

S-11(8) Halfway Jct.-Copperfield 1959
Sec. of Baker-Homestead Hwy.
#5434 (Stone base & oiling)

RECEIVED

W. C. Williams

NOTED
C. WILLIAMS

April 22, 1960

FINAL COST ANALYSIS

Stone Base & Oiling
Contractor: J.C. Compton Company
Resident Engineer: Larry C. Stratton

Halfway Jct.-Copperfield
Contract No. 5434
S11(1)

Baker-Homestead Hwy.
Prefix No. 1-1036

Item 5434	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*&**Coarse Cr.Mat'l in Base	50,038.35	Ton	1.72	1.74	86,926.61	86,065.96
*&**3/4"-0 Mat'l in Base	28,515.75	Ton	1.82	1.84	52,417.91	51,898.67
**Sprinkling	7,076.9	M-Gal.	2.20	2.07	14,677.48	15,569.18
Preparation of Base	17.11	Mile	250.00	126.44	2,163.43	4,277.50
*3/4"-0 Mat'l in Binder Crse.	2,585	Cu.Yd.	2.80	3.16	8,164.68	7,238.00
*Furnish & Place Aggregates	10,089	Cu.Yd.	3.00	3.04	30,603.55	30,267.00
MC-2 Asphalt	339.142	Ton	49.00	45.65	15,484.69	16,617.96
120-150 Asphalt	739.53	Ton	48.00	43.34	32,052.76	35,498.40
RS-1 Asphalt	225.1	Ton	48.00	45.19	10,173.36	10,804.80
Ex. for Oiling Approaches	23	Each	20.00			460.00
Force Account (State participation in flagging)					807.34	807.34
					$253,471.81	$259,504.81

Gross Revenue	$ 259,504.81
Total Cost	253,471.81
Net Profit	$ 6,033.00

Net Profit equals 2.32% of Gross Revenue

* P.B. Doherty & Son, Crushing Contractor (all or in part)

** Spencer & Son, Hauling Contractor (all or in part)

DETAIL OF COSTS - Contract No. 5434

Labor:			
Labor and Supervision		$ 11,906.02	
Labor Insurance, Health & Welfare, and Pension		1,165.53	
Travel-Transportation		194.36	$ 13,265.80
Equipment Rental & Miscellaneous Supplies:			
Equipment Rental, Owned		6,380.95	
Equipment Rental, Hired Fully Operated		2,166.12	
Gas, Oil and Grease		2,324.41	
Bond		656.74	
Home Office and General Overhead		2,626.95	
P.U.C.		186.25	
Small Tools and Misc. Supplies		126.48	15,467.90
Materials:			
MC-2 Asphalt	339.142 Ton @ $26.25	8,902.48	
120-150 Asphalt	739.55 Ton @ $24.00	17,749.20	
RS-1 Asphalt	225.1 Ton @ $25.80	5,807.58	
Freight on Asphalt	1,303.792 Ton @ $15.60	20,339.16	52,798.42
Work Performed by Others:			
P.B. Doherty & Son, Crushing		95,654.19	
Spencer & Son., Hauling and Processing		76,285.50	171,939.69
TOTAL COST			$ 253,471.81

Remarks - Contract No. 5434

This was a "Federal Aid Secondary Project" consisting of the construction of 17.11 miles of stone base and shoulders, involving 78, 554 tons of crushed materials and the construction of 17.11 miles of Type 0-11 oil mat wearing surface on main highway roadbed and approaches on the Halfway Junction-Copperfield Section of the Baker-Homestead Highway in Baker County.

This project was bid March 24th, awarded April 16th, and completed October 2, 1959.

Doherty & Son, crushing contractor, moved his crushing plant onto the project April 27, 1959. He spent the balance of the week and following two weeks in setting up and repairing the plant and drilling and shooting the quarry.

Production of oil aggregates began on Thursday, May 21st, using a 3/4-cubic yard Lima shovel and two dumptors to feed the plant. The plant consisted of a 6' x 2' feeder, primary jaw crusher, one 3-foot cone crusher, one double roll crusher, two screens and one 2-bin bunker. The crushing contractor started on a single eight hour shift schedule and changed to a double shift schedule on Thursday, June 11th.

The switch over from oil aggregates to 3/4"-0 material was made on May 25th. Production of 3/4"-0 was continued until June 5th, then a change to 1-1/4"-0 base material was made.

All crushed material was stockpiled until June 17th, when Spencer and Son, hauling contractor, moved in two 22-cubic yard semi-trailer dump trucks and began hauling and placing the 1-1/4"-0 base material. The haul of base materials was made direct from the bunkers and the over run was placed in stockpile.

Spencer and Son did the hauling, placing, and processing of the base and level course, using three 22-yard cross-dump trucks, one #12 caterpillar grader, one 13-wheel rubber tired compactor drawn by an International 4-wheel tractor, and sprinkling with one 2500 gallon capacity tank truck and one 3000 gallon tank truck. One dumpman supervised and handled the location of loads.

The base course was completed July 17th. The leveling course was begun on the following Monday. Another grader and roller were added to the equipment spread in order to keep up with the placing of the level course. Heavy traffic over this highway necessitated the constant blading and rolling in order to keep the road in good condition for the oil mat. The placing of the level course was completed August 17th.

Remarks Cont'd - Contract No. 5434

J.C. Compton moved in two graders, two rollers, and two water trucks during the week of August 29th. Preparation of base was started the following Tuesday and continued through Saturday.

Russell Olson Construction Company's oiling crew moved in and began placing the binder course on Wednesday, September 9th. This action was taken in order to preserve the prepared base, while waiting for Compton to complete the Ukiah-Forest Boundary Project.

Compton's oiling crew moved in the following week and began placing the oil mat on Wednesday. The 0-11 oil mat was completed on October 1st after several periods of delay due to rain.

The final clean up of the project was made on October 17th.

The small profit made by the contractor was due to cost of haul and processing of the base materials and having to hire extra help to place the binder while the contractor was completing another project.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

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1959
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OREGON STATE HIGHWAY DEPARTMENT
(date)

December 17, 1959

[illegible] 11(8)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5434	6 Final	J. C. Compton Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
30490	127338	$ 7,944.09	12-17-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 100 workdays from May 1, 1959

Time Extensions: None of record

Completion Date: October 2, 1959

Date Accepted: November 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: December 17, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: DEC 17 1959 gc

NOTED ON CARD
lc

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DEC - 7 1959
FOR FILING

2-11(2)

5434

A

December 4, 1959

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

State Highway contract #5434 for stone base-oiling the Halfway-Copperfield Section of the Baker-Homestead Highway in Baker County was completed by the contractor, J. C. Compton Co., on October 2, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $7,944.09 will be released to the contractor on or after December 14, 1959. The total contract amount is $259,504.81, of which amount $807.34 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Gordon Carey Ins. Agency
334 3rd St.,
McMinnville, Oregon

Form E-1—(Rev.)—

S-11(8)
5434

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 17, 1959

Section Halfway Jct. - Copperfeild

Kind of work Stone Base & Oiling

Highway Baker- Homestead County Baker

Section prefix 1-1036

Contractor J. C. Compton Co.

Contract number 5434

Date of contract April 16, 1959

Specified work days 100

Date work started May 20, 1959

Work days used 100

Project authorization $295,206.19

Exclusive of engineering $274,313.75

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $259,985.00

Estimated per cent overrun or underrun -9 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $20,992.75

Engineering cost to date $19,038.00, 90.7 %

Date project was completed October 2, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
none	none	none	none	100	100	none

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Contractor still has part of his Crushing plant at the quarry site

The Semi- Final should be submitted the first of next week

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
OCT 19 1959
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

NOTED

Noted
M. N. Juve

Signed L. C. Stratton

Address Rand Building - Baker

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		17.11		17.11	
Miles partially completed					
Miles completed		17.11		17.11	
Total estimated quantities (contract)		86,400		12,380 c.y. rock 1,340 ton oil	
Total quantities corrected to date		78,554		12,674 c.y. rock 1,310 to oil	
Estimated quantities moved or placed to date		78,554		same	
Average daily quantities		0	0	0	
Average daily quantities necessary to complete project on time		0		0	
Number shifts per day		0		0	
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Cloudy		
Friday	Fair		
Saturday			

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OCT 19 1959
FOR FILING

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5434

October 16, 1959

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

It is the intention of the State Highway Commission to release to J. C. Compton Co., a portion of the funds heretofore retained by the Commission on contract #5434 for stone base-oiling the Halfway-Copperfield Section of the Baker-Homestead Highway in Baker County.

This payment, in the amount of $98,781.08, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $7,780.23. The present payment will be released on or after October 26, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Gordon Carey Ins. Agency
334 3rd St.,
McMinnville, Oregon

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1959
FOR FILING

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5434

RECEIVED

October 13, 1959

Union Oil Company of California
2901 Western Avenue
Seattle 11, Washington

Attention: Mr. F. W. Price
Credit Department

Gentlemen:

This is in reply to your communication of October 12 concerning the J. C. Compton Contract No. 5434 for stone base and oiling on the Halfway-Copperfield Section of the Baker-Homestead Highway in Baker County.

This project was completed October 2, 1959, but has not yet been accepted by the State Highway Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:ms

Union Oil Company of California

2901 WESTERN AVENUE SEATTLE 11, WASHINGTON

October 12, 1959

State of Oregon
Department of Highways
Salem, Oregon

Contract #5434
J. C. Compton Company

Gentlemen:

Our deliveries to the subject contract have now been completed. Please give us the completion and acceptance dates for this job.

10-2-59

Thank you.

Yours very truly,

FW Price
Credit Department

F.W.Price
ga

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[illegible] 1959
OREGON
STATE HIGHWAY COMMISSION

FORM 401 SEA.

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OCT - 9 1959
FOR FILING

S-11(8)

5434

A

October 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 2, 1959, on contract No. 5434, Halfway Junction-Copperfield Section, in Baker County, in connection with Federal Aid Project No. S-11(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson

DBP:cr

RECEIVED
MAY 26 1959
FOR FILING

S-11(8)
5434

A

May 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 20, 1959, on Contract No. 5434, Halfway Jct.-Copperfield Section, in Baker County, in connection with Federal Aid Project No. S-11(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
MAY 22 1959
FOR FILING

8.11(8)
5434

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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 21, 1959

J. C. Compton Company
US National Bank Building
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5434, awarded April 16, 1959, for stone base-oiling on the Halfway Jct.-Copperfield Section of the Baker-Homestead Highway in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Encl.

Contract 5434

DECEIVED
MAY 20 1959
FOR FILING

Monthly Transaction No. 5-63	For -2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Baker**
Project Report No. 3	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **S-11(8)**

5434

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Approx. 0.5 mile south of Halfway to Copperfield (Halfway-Copperfield Section) on State Route # 12**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**3-5-59**	**17.1**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **288,646**	Federal funds $ **178,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
~~Deputy~~ **State Highway Engineer**
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **May 19, 1959**

May 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Halfway Junction-Copperfield Section, Project No. S-11(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:gh

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Halfway Junction-Copperfield Section, Project No. S-11(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:bb

Federal Aid Secondary
Oregon State Highway Department | Project No. S-11 (8)

HALFWAY JUNCTION -COPPERFIELD SECTION

OF THE BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY.

(Estimate as a basis for project agreement. Based on low bid prices.)
Salem, Oregon, April 29, 1959

Type Code 5231
Roadway (Sta. 0+00 to Sta. 1044+16.30) (Contract No. 5434)

Coarse Crushed Material in Base	54,900	tons	$ 1.72	$ 94,428.00
3/4"-0 Material in Base	31,500	tons	1.82	57,330.00
Sprinkling	1,650	M-gal.	2.20	3,630.00
Preparation of Base	17.11	miles	250.00	4,277.50
3/4" - 0 Material in Binder Course	2,000	cu. yds.	2.80	5,600.00
Furnishing and Placing Aggregates	10,300	cu. yds.	3.00	30,900.00
MC-2 Asphalt	320	tons	49.00	15,680.00
120-150 Asphalt	790	tons	48.00	37,920.00
RS-1 Asphalt	230	tons	48.00	11,040.00
Extra For Oiling Approaches	30	only	20.00	600.00
				$261,405.50
Flagging (57½% of Contractor's Cost)				$ 1,000.00
		Subtotal		$262,405.50
		10% Engr. & Cont.		26,240.55
		Total		$288,646.05

Length of Roadway _ _ _ _ _ _ _ _ _ 17.114 Miles
Length of 1 Structure _ _ _ _ _ _ 0.016 Mile (Exception)
Total Length_ _ _ _ _ _ _ _ _ _ _ _ 17.130 Miles
Cost of Roadway Per Mile_ _ _ _ _ $16,850.26

Federal Funds	$178,000.00
State Funds	110,646.05
	$288,646.05

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds For Maint: Chap. 529, laws 1939

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RECEIVED
APR 17 1959
FOR FILING

[illegible]

3434

April 16, 1959

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5434 for stone base and oiling on the Halfway Junction-Copperfield Section of the Baker-Homestead Highway in Baker County.

This award was based on your bid of $261,405.50 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

306-1716 Bandon (Elmira Ave.) Stone 1959
Base & Pav. Proj.
#5435

Spec St. Tax Street Fund Agr #131

Form A-150—5M—6-59

NOTED
Harold C. Ayers

INVOICE
Oregon State Highway Department
SALEM, OREGON

Invoice No. 62866

Date November 16, 1959

Your Req. No.

Billing Request No. 60 530

Credit Distribution 306-1716-295

City of Bandon
Bandon, Oregon

Attn: Wesley Chappell, City Recorder

Final billing: City share of total cost of Elmira Street grading and paving covered by agreement dated 1/22/59

NOTED
C. G. SWENSON

Advance Deposit		$550.00
Costs as per attached statement		
Total Cost	$19,263.91	
Agreed State Share	20,000.00	
Agreed City Share		None
Refund due City		$550.00

RECEIVED
NOV 17 1959

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_______________

By ________________________________

State Printing 21127

NOTED
Harold C. Ayers

NOTED
C. G SWENSON

November 17, 1959

Mr. Wesley Chappell
City Recorder
Bandon, Oregon

NOTED
V. R. JONES

Dear Mr. Chappell:

Final costs are now available for the Special City Allotment project on Elmira Street as shown in the attached statement.

As the project did not cost in excess of $20,000, the City's total deposit of $550 will be refunded. A check in this amount will be forwarded by our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm
Att.

RECEIVED
[illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 16, 1959

306-1712

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5435	3 F	Warren Northwest, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25112	67286	$517.84	10/12/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Lois Mattes
ACCOUNTING DIVISION

Specified completion date:	60 workdays from May 1, 1959
Time Extensions:	None of record
Completion Date:	August 11, 1959
Date Accepted:	September 24, 1959
Penalties:	None of record
Claims:	None of record
Remarks:	

Date: October 19, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 19 1959

NOTED ON CARD
EC

A

RECEIVED
SEP 30 1959
FOR FILING
306-1716

5435

September 30, 1959

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5435 for stone base-paving Elmira Avenue in Bandon, Coos County, was completed by the contractor, Warren Northwest, Inc., on August 11, 1959, and was formally accepted on September 24, 1959.

Final payment in the amount of $517.84 will be released to the contractor on or after October 13, 1959. The total contract amount is $17,261.30, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

A

RECEIVED
SEP 14 1959
FOR FILING

[illegible]-1716

5435

September 4, 1959

Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on Contract No. 5435, for stone base and paving Elmira Avenue in Bandon, Coos County.

This payment, in the amount of $1,647.64, will be released to the contractor on or after September 14, 1959. The retained percentage is $517.84.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

jmc

cc: Federal Insurance Co.
Bonding Dept.
320 California St.
San Francisco, California

NOTED ON CARD
jmc
9/4/59

A

RECEIVED
AUG 25 1959
FOR FILING
[illegible]
545

August 24, 1959

1353

Bandon Chamber of Commerce
Bandon,
Oregon

Attention: Mr. Merritt J. Senter, Secretary

Gentlemen:

Your letter of July 14, concerning the design of the newly completed work in your city, has been referred to me for reply.

I must explain to you that the work in question is being completed with the emergency monies provided by the 1958 Congress to aid in eliminating the recession. The section from Bullards Bridge to the existing Highway 101 is built to final standards. The connection at the existing Highway 101 is such that it can be converted at a later date to a full-scale workable intersection. Funds were not available under the present allocations to complete the final plan which we have in mind at this point.

With respect to the comparison of the treatment of Port Orford and Gold Beach with that in the city of Bandon, you may rest assured that when funds are available for future work in Bandon, such plans as are prepared will be submitted to the Bandon City Council for its approval in the same manner as the plans now under construction were submitted and approved by your Council. We are quite sure that your City will be equally proud of the finished product as the other cities are of their streets.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. Floyd Query

TE:jw er

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

PLEASE RETURN TO
FORREST COOPER

REFERRED TO
Cooper
By State Highway Engineer

July 17, 1959

Bandon Chamber of Commerce

Bandon, Oregon

Attention: Mr. Merritt J. Senter, Secretary

Gentlemen:

Your letter of July 15 has been received concerning deep ditches in the new construction on Highway 101 in the City of Bandon. Your letter also requests that construction of a type comparable with that in Port Orford and Gold Beach be provided for the City of Bandon.

This is a matter which will most likely require engineering consideration, and for that purpose we are forwarding your letter to the State Highway Engineer for such action as may be appropriate.

Very truly yours,

Floyd Query

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms

cc: Mr. W. C. Williams

RECEIVED
[illegible]
OFFICE OF
[illegible] ENGINEER

BANDON IS THE C[illegible]ERRY CAPITAL OF OREGON

BEAUTIFUL BEACH AT BANDON-BY-THE-SEA

BANDON
CHAMBER OF COMMERCE
REPRESENTING A COMMUNITY OF
Recreational, Industrial and Agricultural Interests

BANDON, OREGON

July 15, 1959

Mr. Floyd Query, Secretary
State Highway Department
Salem, Oregon

Dear Mr. Query:

The progress of the new construction for Highway 101 in the City of Bandon, was discussed at the regular meeting of the Bandon Chamber of Commerce held July 14, 1959.

After much discussion about the deep ditches being made at each side of the new work, and the access driveways to private residences, leaving the deep ditches exposed between the narrow access strips, the Secretary, by a motion duly made, seconded and unamiously passed, was instructed to write to the Commission, voicing the Chambers' dissaproval of what is considered to be (when completed) unfinished streets that the Highway follows.

The Chamber feels that the City of Bandon is entitled to equal treatment, by the Highway Department, as was accorded its neighboring sister Cities of, for instance, Port Orford and Gold Beach. In each of the above cities, the Highway Department, in improving Hoghway 101, put in a four lane highway, plus parking space on each side of the highwas, plus curbs, gutters and storm sewers. The improvement to the highway was real, and something of which the Department, as well as the cities can be proud. The City of Bandon and the Bandon Chamber of Commerce would like equal treatment - not only from a standpoint of looks, but also from a standpoint of utility and safety.

The Chamber also instructed the Secretary to thank the Commission for its favorable acknowledgement of its letter of May 14, 1959.

Sincerely yours,
Bandon Chamber of Commerce
By Merritt J. Senter
Merritt J. Senter, Secretary

MJS:ms
cc: Bandon Common Council
Bandon, Oregon

Form E-1—(Rev.)-

306-1716

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 15, 1959

Section Bandon (Elmira Ave.)

Highway City Street County Coos

Contractor Warren Northwest

Date of contract April 16, 1959

Date work started July 21, 1959

Project authorization $ 20,098.13

Exclusive of engineering $ 18,668.93

Kind of work Stone Base & Paving

Section prefix 306-1716

Contract number 5435

Specified work days 60

Work days used 60

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 17,650.00

Estimated per cent ~~overrun~~ or underrun 5 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1,429.20

Engineering cost to date $ 1,200, 84 %

Date project was completed August 11, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	~~OIL AND/~~OR PAVE.	MAT'L PROD.
None	None	100	None	100	100	None

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Placing of Leveling Course (¾-0) material was completed on Tuesday.

Project was completed and accepted on Tuesday, August 11.

CONSTRUCTION DIVISION
RECEIVED
AUG 17 1959
NOTED-- CE ACE ACE COE

NOTED
JOHN R. OAKES

Noted
[illegible]

Signed John F. Gente

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.43	0.43			0.43
Miles partially completed		~~0.43~~			
Miles completed	0.43	0.43			0.43
Total estimated quantities (contract)	600 cy	1,060 cy			1,060 ton
Total quantities corrected to date	"	1,040			1,015
Estimated quantities moved or placed to date	600	1,040			1,015
Average daily quantities		144			none
Average daily quantities necessary to complete project on time	none	144			none
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Men	3
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	4
Men and tractors	

Equipment used during week: Shovels ..1.., Power graders ..1.., Rollers ..1.., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., water wagon 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	fair		
Tuesday	fair		
Wednesday			
Thursday			
Friday			
Saturday			

FORM 2-123 5M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAY 6 - 1959
FOR FILING
306-1316
5435

May 5, 1959

Warren Northwest, Inc.,
P. O. Box 5072
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5435, awarded April 16, 1959,
for stone base-paving on Elmira Avenue
in Bandon, Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

NOTED
V. R. JONES

NOTED
C. G. SWENSON

April 22, 1959

NOTED
Harold C. Ayers

Mr. John H. Fasnacht
City Manager
Bandon, Oregon ✓ 250/-1959

NOTED

Dear Mr. Fasnacht:

On April 16, 1959, the Highway Commission awarded Contract No. 5435 to Warren Northwest, Inc. for the reconstruction project on Elmira Avenue in Bandon.

Enclosed for your information and records is a copy of the contract and plan covering this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

HCA:cg

Encl.

NOTED
V. R. JONES

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

March 27, 1959

Mr. John H. Fasnacht
Manager of Utilities
City Hall
Bandon, Oregon

Dear Sir:

This is to acknowledge receipt of the City's check in the amount of $550 which represents the City's share of the estimated cost for the Special City Allotment project on Elmira Avenue.

Warren Northwest Incorporated submitted a bid of $10 per ton on your Elmira Avenue project.

The project will be recommended to the Highway Commission for award at the Commission meeting on April 16.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:cg

March 27, 1959
Salem, Oregon

Special City Allotment Project
City of Bandon

Mr. C. H. Maison
OFFICE

Attention: Mr. John Herr

Attached is City of Bandon check in the amount of $550 which represents the city's share in the estimated cost of the Special City Allotment project on Elmira Avenue in Bandon.

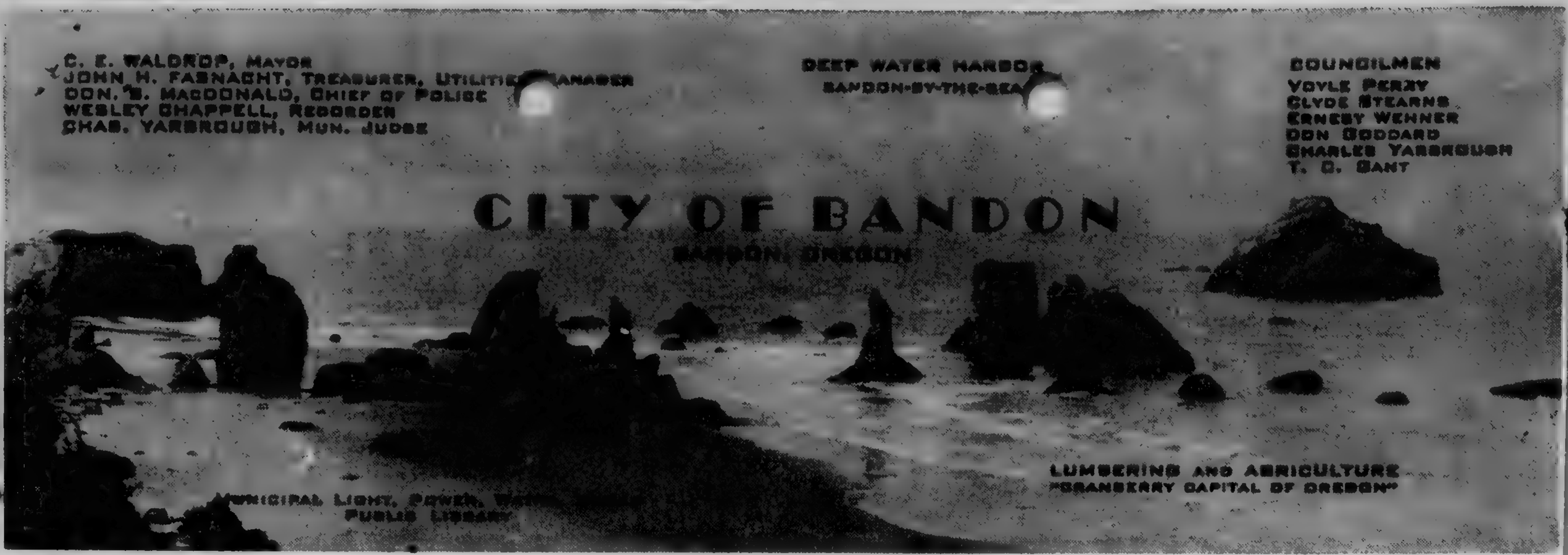
C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer

JDG:cg

Att.



C. E. WALDROP, MAYOR
JOHN H. FASNACHT, TREASURER, UTILITIES MANAGER
DON. B. MACDONALD, CHIEF OF POLICE
WESLEY CHAPPELL, RECORDER
CHAS. YARBROUGH, MUN. JUDGE

DEEP WATER HARBOR
BANDON-BY-THE-SEA

COUNCILMEN
VOYLE PERRY
CLYDE STEARNS
ERNEST WEHNER
DON GODDARD
CHARLES YARBROUGH
T. C. GANT

CITY OF BANDON
BANDON, OREGON

MUNICIPAL LIGHT, POWER, WA [illegible]
PUBLIC LIBRARY

LUMBERING AND AGRICULTURE
"CRANBERRY CAPITAL OF OREGON"

March 26, 1959.

Mr. C. G. Swenson,
Engineer, County & City Relations,
State Highway Department,
Salem, Oregon.

Dear Mr. Swenson:

In accordance with your letter of March 24, 1959 we are enclosing our check for $550.00 as an advance deposit on the City's share of the Elmira Avenue job.

$10.00

Will you be kind enough to send us the per ton AC bid of Warren Northwest Inc. on this job. We plan to do some other work on streets and with this information we can determine whether it will be possible to use AC or a penetration job. Thanks.

Very truly yours,

City of Bandon.

By John H. Fasnacht
John H. Fasnacht,
Mgr. of Utilities.

RECEIVED
MAR 27 1959
[illegible]
COUNTY & CITY RELATIONS

March 24, 1959

Mr. John H. Fasnacht
City Manager
Bandon, Oregon

Dear Mr. Fasnacht:

On March 24, 1959, the State Highway Commission received bids on the Elmira Avenue project in Bandon. The low bid was submitted by Warren Northwest Inc. and the estimated cost based on this estimate is as follows:

Contract Items	$17,865.00
Engineering & Contingencies	2,233.13
Survey	450.00
Total - - - - -	$20,548.13

As per the agreement between the city and state, the city is to pay all costs in excess of $20,000 and is to make the payment by means of an advance deposit. If the city wishes to proceed with this project an advance deposit of $550 is required. Please make this deposit by means of a check made payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

HCA:cg

Check Rec'd 3/27/59

RECEIVED
[illegible] 1959
FOR FILING 306-1716

5435

April 16, 1959

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5435 for stone base and paving on Elmira Avenue in the city of Bandon in Coos County.

This award was based on your bid of $17,865 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
JAN 28 1959

FOR FILING
326-1716

5425

January 27, 1959

Wesley Chappell, City Recorder
City Hall
Bandon, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Bandon covering the Special City Allotment project on Elmira Avenue in Bandon.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

R

RECEIVED
JAN 29 1959
FOR FILING

Salem, Oregon
January 27, 1959

Sp. State Tax St. Funds #131

$250,000 Fund (1959) Agreement
City of Bandon

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of an agreement with the City of Bandon covering the Special City Allotment project on Elmira Avenue in Bandon.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Bandon, Oregon.

Secretary

rn
Attach: 1

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1959

SUBJECT: $250,000 Fund (1959) Agreement
City of Bandon

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Elmira Avenue in Bandon. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved October 23, 1958.

C. G. Swenson
Engineer, County and City Relations

By

John D. Graham
John D. Graham
Office Engr.

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Jan. 16, 1959

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-23-58 Min Page 32
Floyd Query
Secretary

NOTED
[illegible]

Salem, Oregon
January 15, 1959

$250,000 Fund (1959) Agreement
City of Bandon

Mr. G. S. Paxson
OFFICE

NOTED
John F. Hagemann

Attached are three copies of an agreement covering the Special City Allotment project on Elmira Avenue in Bandon. Two copies have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved October 23, 1958.

C. G. Swenson
Engineer, County and City Relations

By

John D. Graham
Office Engr.

JDG:mm
Att.

[illegible] D. [illegible]

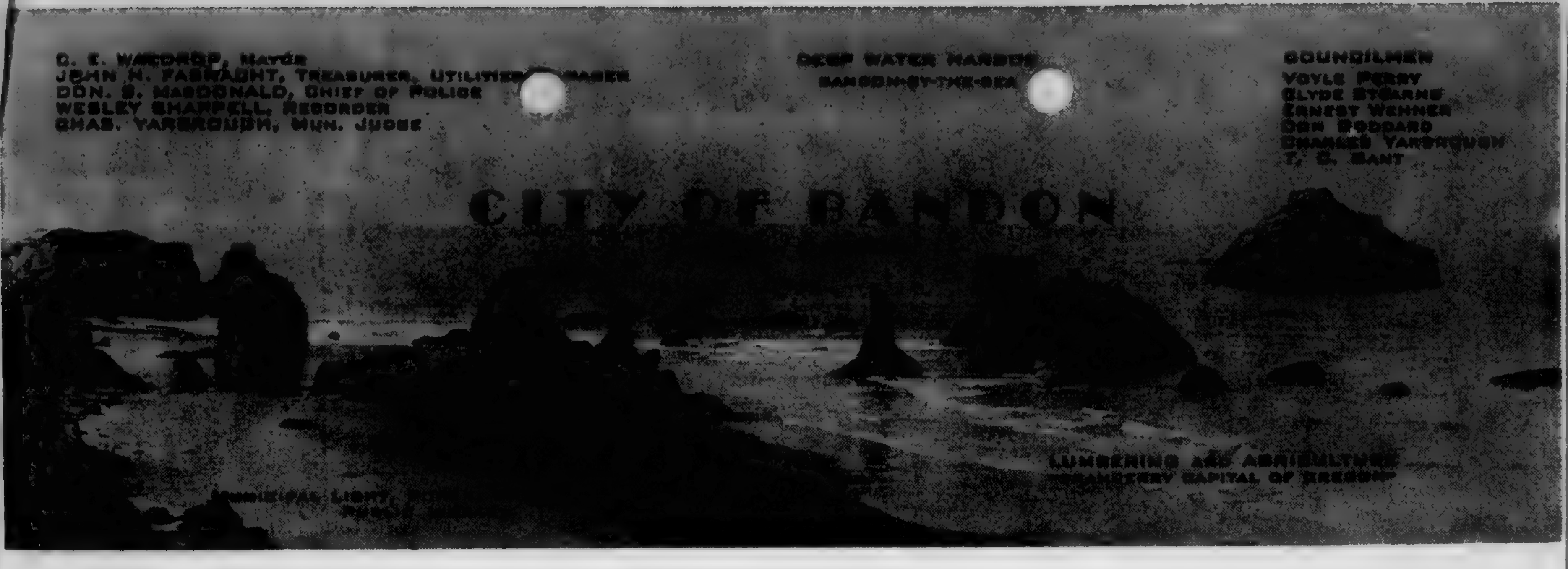
NOTED
C. G. [illegible]

O. E. WALDROP, MAYOR
JOHN H. FASNACHT, TREASURER, UTILITIES MANAGER
DON. S. MACDONALD, CHIEF OF POLICE
WESLEY SHAPPELL, RECORDER
CHAS. YARBROUGH, MUN. JUDGE

DEEP WATER HARBOR
BANDON-BY-THE-SEA

COUNCILMEN
VOYLE PERRY
CLYDE STEARNS
ERNEST WEHNER
DON GODDARD
CHARLES YARBROUGH
T. C. GANT

CITY OF BANDON



MUNICIPAL LIGHT, [illegible]
PUBLIC [illegible]

LUMBERING AND AGRICULTURE
CRANBERRY CAPITAL OF OREGON

Jan. 13, 1959.

Mr. J. C. Swenson,
Engineer, County and City Relations,
State Highway Department,
Salem, Oregon.

Dear Mr. Swenson:

We are enclosing three copies of the Elmira Avenue Agreement properly executed by the Mayor and Recorder and also three copies of the Resolution passed by the Council approving the agreement.

Very truly yours,

City of Bandon.

By John H. Fasnacht,
Mgr. of Utilities.

RESOLUTION

WHEREAS, the City of Bandon, Oregon has made application to the State Highway Commission under the provision of ORS 366,800 and 366,805 for improvement of Elmira Avenue from 1st street East to 11th street, a distance of approximately 0.45 miles and the State Highway Commission has accepted such application and has agreed to pay the cost of the improvement up to $20,000 and the City of Bandon has agreed to pay all costs in excess of $20,000, be it resolved:

That the agreement marked exhibit "A" attached hereto between the City of Bandon, Oregon and the State of Oregon, acting by and through the State Highway Commission providing for the improvement of the above described street on the terms above indicated is hereby approved and accepted as submitted and the Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate.

Passed by the Common Council of the City of Bandon at the regular meeting on January 7, 1959.

Ayes 4

No 1

/s/ Claude E. Waldrop
Mayor

ATTEST:

/s/ Wesley Chappell
City Recorder

NOTED
Harold E. Ayers

January 13, 1959

Mr. John H. Fasnacht
City Manager
City Hall
Bandon, Oregon

NOTED
John F. Hagemann

Dear Mr. Fasnacht:

This is to advise you that bids on the Elmira Avenue project will be opened on March 3, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

CGS:cg

NOTED
JOHN D. [illegible]

NOTED
[illegible]

NOTED
[illegible]

January 7, 1959

NOTED
Harold C. Ayers

Mr. John Fasnacht
City Manager
Bandon, Oregon

57

NOTED
[illegible]

250

Dear Mr. Fasnacht:

The plans for the improvement of Elmira Avenue are being prepared, and as per our conversation regarding the City's performing all drainage work, a question has arisen as to the amount of excavation the contractor will have to perform.

Attached is a preliminary plan sheet showing what we believe will be the finished plans and showing the City's drainage work. If this meets with your approval, will you please notify us at your earliest convenience and also how soon you plan on performing the drainage work as we plan to advertise this project for the February Commission meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

HCA:cg
Att.

12-30-58

RECEIVED
JAN 13 1959
FOR FILING

306-1716

5435

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
ELMIRA AVENUE (FIRST STREET to ELEVENTH STREET)
CITY OF BANDON
COOS COUNTY

The following prospectus is submitted in regard to Elmira Avenue in Bandon. The northerly terminus is at the intersection of Elmira Avenue and First Street. The southerly terminus is at the intersection of Elmira Avenue and Eleventh Street. The overall length of the project is 0.44 mile.

This will be a location survey for the purpose of preparing plans for widening and paving a section of Elmira Avenue in Bandon. Reconnaissance is not necessary. Soils investigation has been made. There are no special drainage problems. An economic analysis is not needed at this time.

Plans call for widening the existing 18-foot traveled way to 20 feet and providing 2-foot shoulders. The approved, final base design by G. L. Decker is:

A.C. Base and Wear	3"
3/4"-0 Level Course	2"
Coarse Crushed Base	6"
Total	11"

(Eight inch credit over existing pavement.)

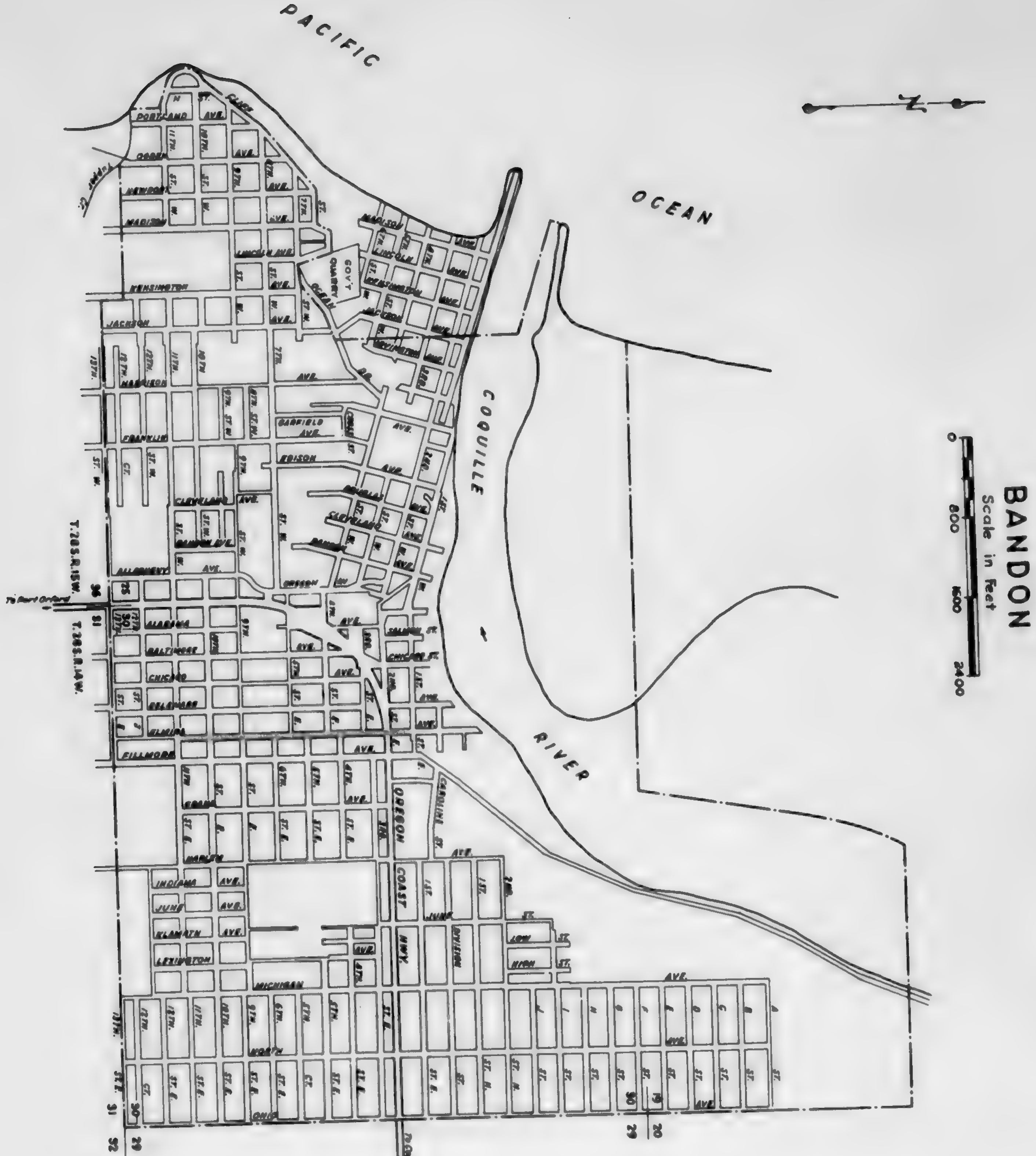
Adequate quantities of material are available from local sources.

There are no State Parks affected by this project.

December 30, 1958

Attachment

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan (2)
John L. Gunter
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance


BANDON
Scale in Feet
0
800
1600
2400
PACIFIC
OCEAN
COQUILLE
RIVER
GOVT. QUARRY
To Port Orford
T. 28 S. R. 15 W.
T. 28 S. R. 14 W.
PORTLAND AVE.
OCEAN
NEWPORT
MADISON
KENSINGTON
JACKSON
HARRISON
FRANKLIN
GARFIELD AVE.
EDISON
CLEVELAND AVE.
ALLEGHENY AVE.
OREGON
ALABAMA
BALTIMORE
CHICAGO
DELAWARE
ELMIRA
FILLMORE AVE.
INDIANA AVE.
JUNE AVE.
KLAMATH AVE.
LEXINGTON
MICHIGAN AVE.
NORTH AVE.
OHIO AVE.
CAROLINE ST.
COAST HWY.
DIVISION
HIGH ST.
LOW ST.
31
30
32
29
19
20
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36

NOTED
V. R. JONES

NOTED
Harold C. Ayers

December 29, 1958

Mr. John Fasnacht
City Manager
Bandon, Oregon

NOTED
John F. Hagemann

Dear Mr. Fasnacht:

The State Highway Commission plans to call for bids in the near future for the construction project on Elmira Avenue in Bandon. Enclosed are three copies of an agreement covering this project. The agreement is in accordance with the Special City Allotment project as requested by the City and approved by the State Highway Commission.

Will you please have the City Council pass an ordinance, similar to the attached example, authorizing the recorder and mayor to sign the agreement. Please include a copy of this ordinance with the signed copies of the agreement.

As the contract cannot be awarded until the signed agreement is in our hands, will you please have the mayor and recorder sign the attached agreement, with their signatures attested by a third party, stamp with the city seal, and return all three signed copies to this office prior to January 12, 1959. After signature by the State Highway Commission, a fully executed copy of this agreement will be returned for the City's records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm
Encl.

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
December 24, 1958

NOTED
V. R. JONES

Special City Allotment Project
Elmira Avenue, 1st to 11th Streets
City of Bandon

Mr. Tom Edwards
OFFICE

ATTENTION: Mr. E. A. Pease

NOTED
John F. Hagemann

The field data on the subject project has been checked and found to conform with the project proposed by the city and approved by the Highway Commission on October 23, 1958.

H. C. Ayers, Field Engineer
County & City Relations Division

HCA:mm

cc: V. G. O'Neil
Frank Hall

NOTED
[illegible]

October 27, 1958

Mr. John H. Fasnacht
City Manager
Bandon, Oregon

Dear Mr. Fasnacht:

At its October 22-23, 1958 meeting the State Highway Commission approved the City's request for a cooperative construction project on Elmira Avenue, under the provisions of the Special City Allotment fund act.

The project was approved on the basis of the City doing all required shoulder widening, draining and paying any costs of the States project in excess of $20,000. The States project is to consist of the placing of 20' asphaltic concrete wearing surface.

You will be contacted in the near future to work out construction details and to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

MCA:cg

NOTED
C. G. SWENSON

36
(1959)

Bandon

Preliminary Estimate

Elmira Avenue from First Street to Eleventh Street a distance of approximately 0.44 mile

(City to widen Grade + drain)
Widen present 18' Oiled surface to 22' place 3" asphaltic Concrete pavement 20' width with 2' shoulders:

General Excavation	600 cu yds	$1.50	$900.00
Coarse Crushed Material in base	500 cu yds	4.00	2000.00
3/4"-0 in base & shoulders	200 cu yds	4.50	900.00
Sprinkling	20 M/g	4.00	80.00
RS1 in Tack Coat	8 tons	70.00	560.00
Class "B" asphaltic Concrete	1030 tons	12.50	12875.00
			$17,315.00
			2164.38
			380.00
			$19,859.38

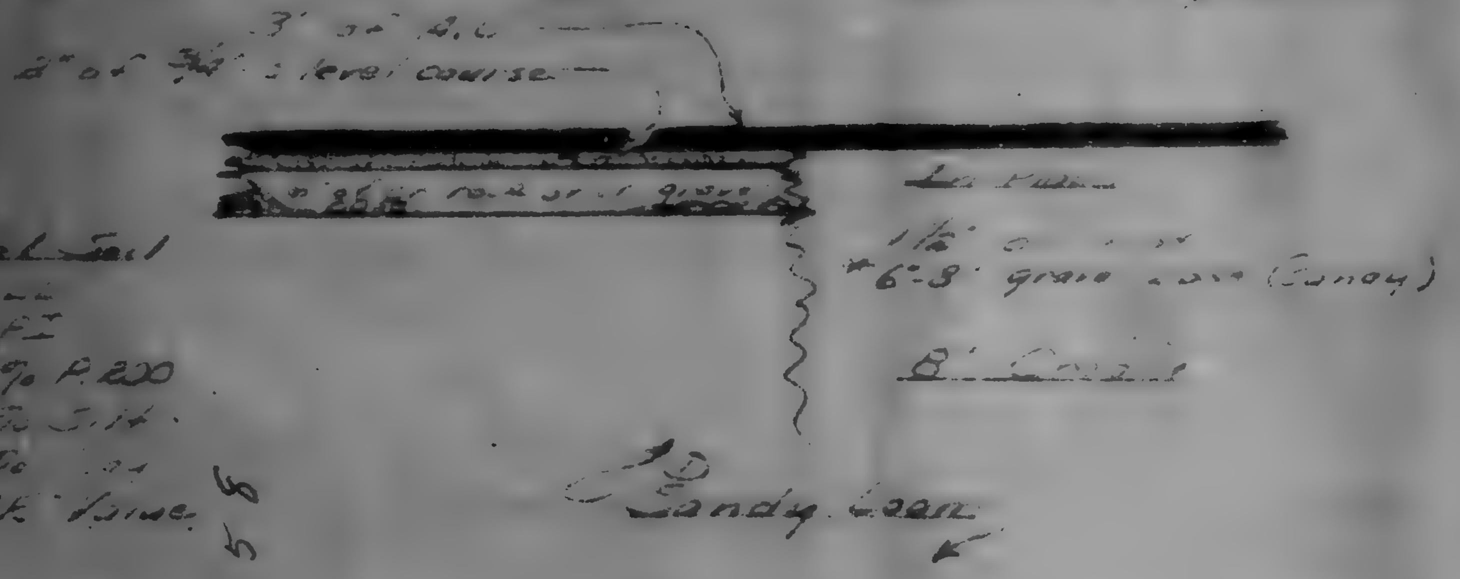
Total Est $19,900

PROJECT [illegible] DESIGN

[illegible]	Highway [illegible]	County [illegible]	[illegible]
[illegible]	Length of Project ___ Miles.	Sta. ___ to Sta. ___	Date [illegible]

TYPICAL SECTIONS [illegible] [illegible] [illegible]

Over [illegible] Highway



New Work
3" of A.C.
2" of 3/4" [illegible] level course
[illegible] 25% [illegible] rock or [illegible] gravel
Sandy Loam
[illegible]
1½" [illegible]
* 6-8" gravel [illegible] (Sandy)
8' [illegible]

(2) Typical Soil
22 [illegible]
2 P.I.
28 % P. 200
11 % S.H.
12 % [illegible]
60 % [illegible]

8-58

Required	
Crushed	Not Crushed
	3
	2
	6
11	11
	3
8	
11	11

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	[illegible]	[illegible]
Suitable material [illegible] - to be determined [illegible]										
* Test of existing [illegible]	255772	2.64	[illegible]	[illegible]	[illegible]	[illegible]	—	—	18	0

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by G. L. [illegible]
[redacted]

Recommended by [illegible]

Recommended by

Approved by

Sandpt.

Investigated condition and use of Elmira avenue with John Fasnacht City manager).

This street is receiving excessive wear due to heavy and unusual industrial traffic and is generally in poor condition. Two sawmills a box factory and other lumber industries. Lumber carriers logs & lumber trucks.

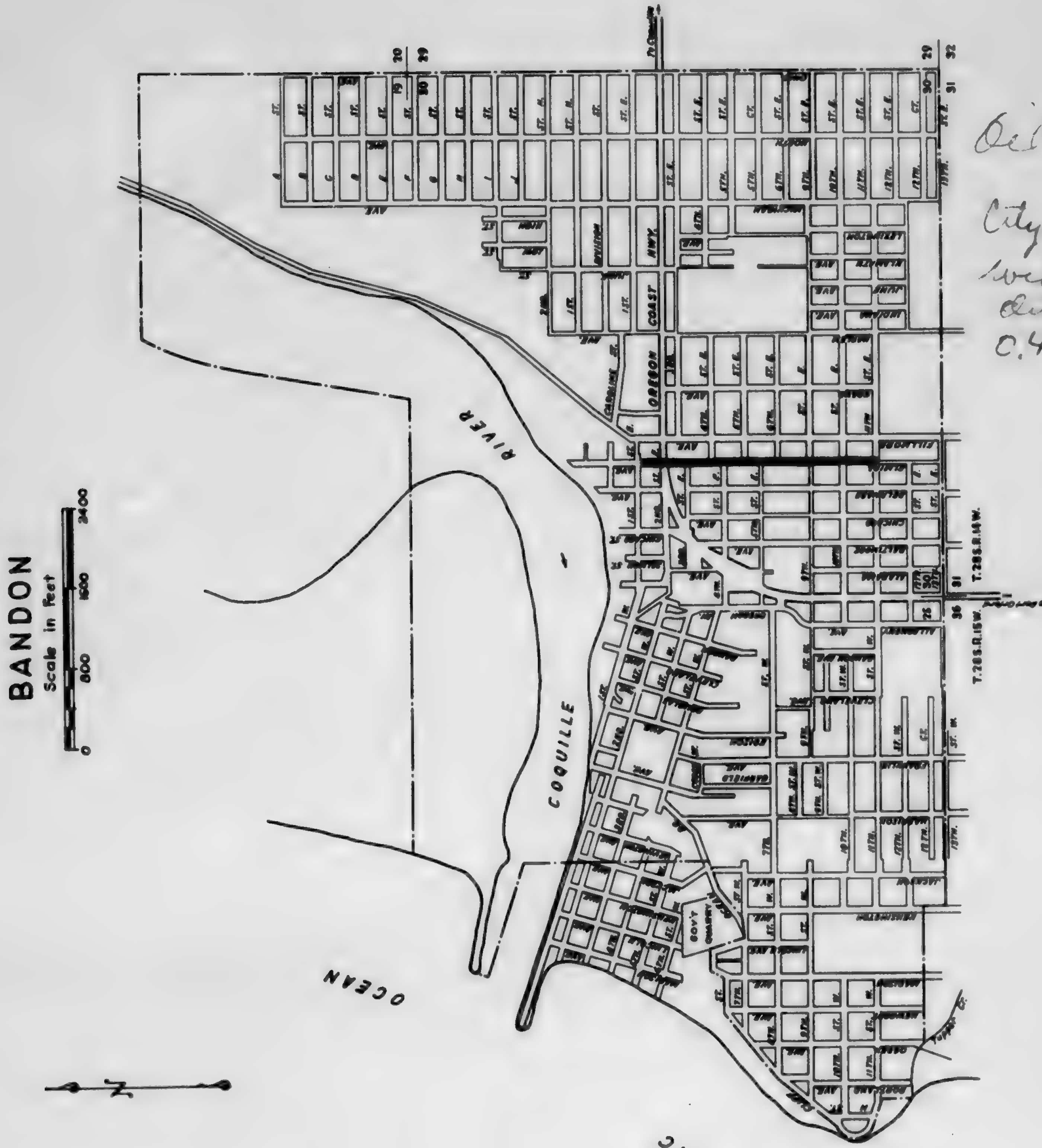
Believe we should recommend the project.

J. ~~[illegible]~~ Fasnacht.

.36.

Oil 52

City well
Weber +
Dutch
0.44



No. 36

FORM [illegible]

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

June 23, 1958

Mr. Wesley Chappell
City Recorder
Bandon, Oregon

NOTED
John F. Hagemann

Dear Mr. Chappell:

This is to acknowledge receipt of a resolution adopted by the City of Bandon requesting aid from the annual $250,000 Special City Allotment fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1959 program.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
C. G. Swenson
Engineer, County and City Relations

CGS:mm

NOTED
C. G. SWENSON

no 36

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Bandon is an incorporated city of the State of Oregon, and has a population of 1650, as given by the latest official census, and

WHEREAS, the following streets of said city, ------------------

Form cc-50 (1953 Rev.)
Special City Allotment

Elmira Avenue, between First Street East and Eleventh Street East

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Elmira Avenue, between First Street East and Eleventh Street East

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Bandon does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate John H. Fasnacht as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 18th day of June, 1958.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

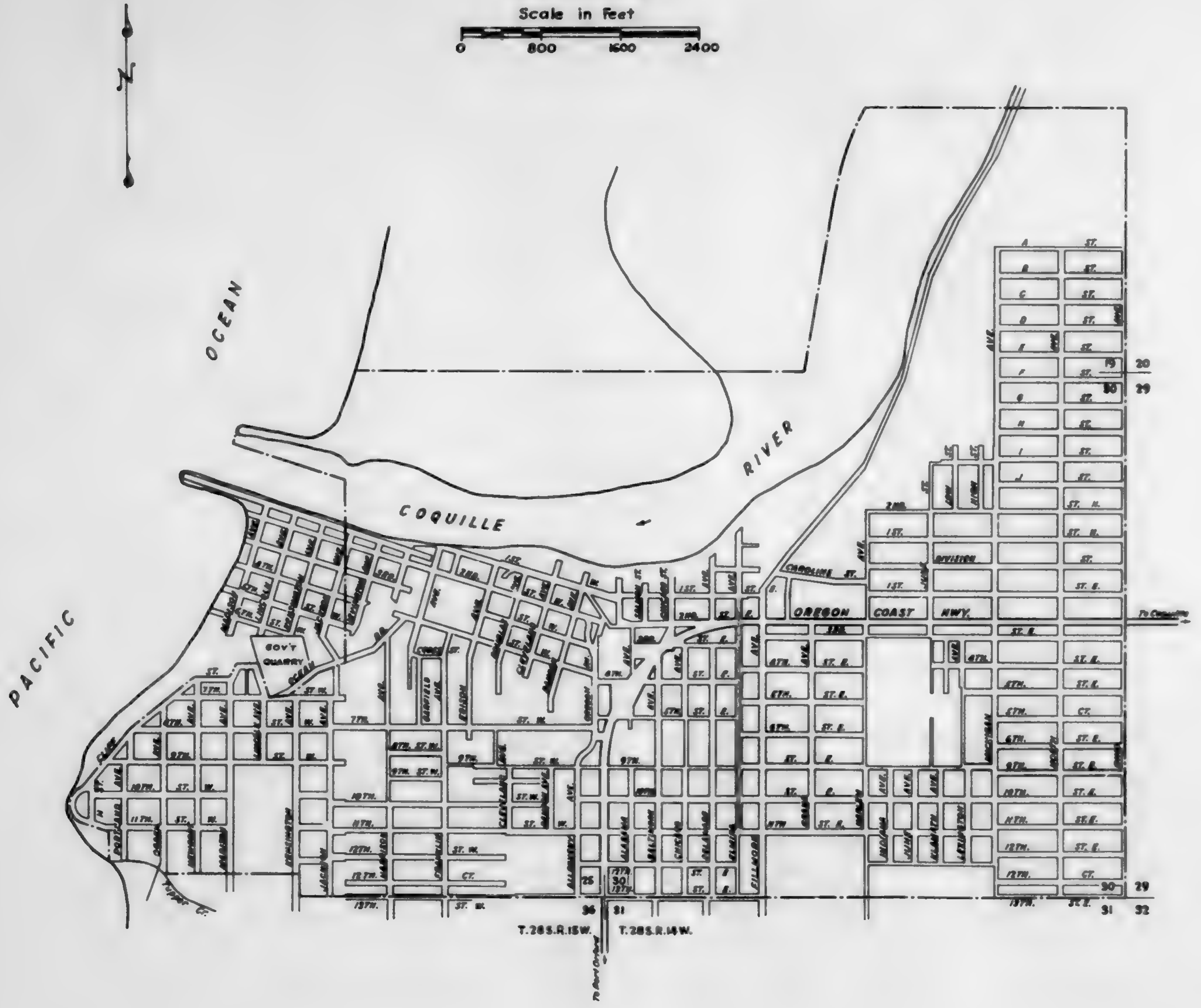
--------- ---------

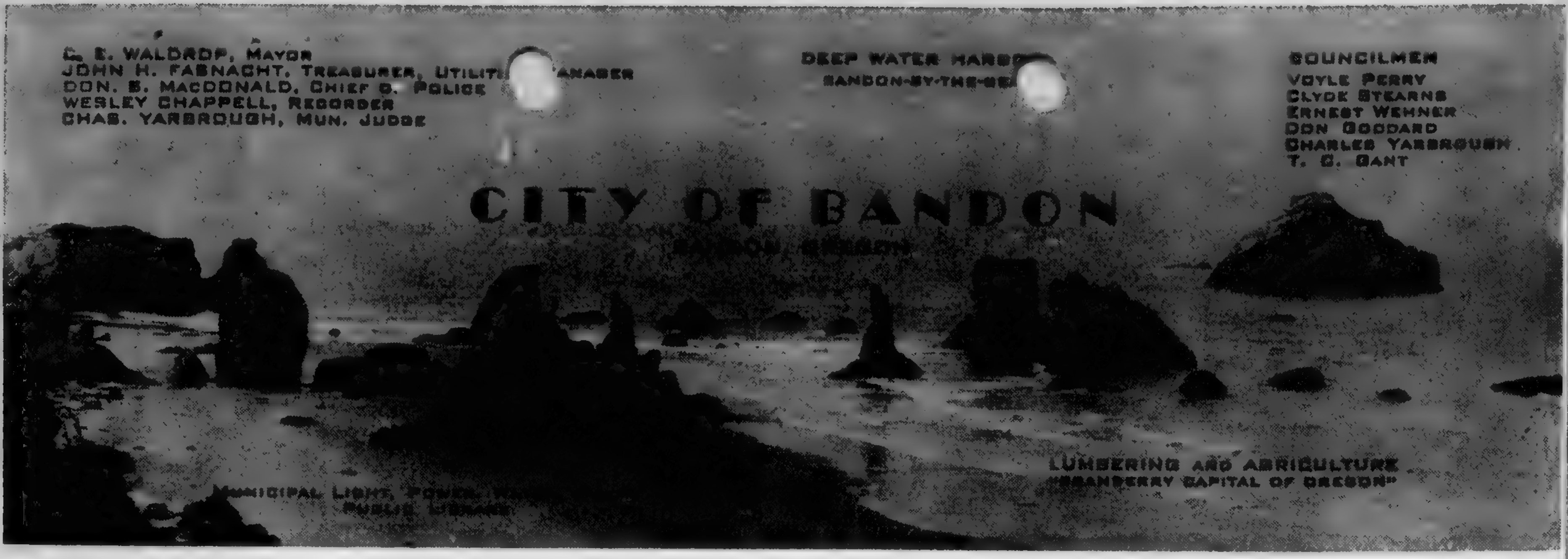
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Bandon at a regular or special meeting of said Council, held on the 18th day of June, 1958, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 20th day of June, 1958.

Wesley Chappell
City Recorder

BANDON


Scale in Feet
0
800
1600
2400
N
PACIFIC
OCEAN
COQUILLE
RIVER
GOV'T QUARRY
OREGON COAST HWY.
To Coquille
To Port Orford
T.28S.R.15W.
T.28S.R.14W.
19
20
30
29
25
30
36
31
31
32



C. E. WALDROP, MAYOR
JOHN H. FASNACHT, TREASURER, UTILIT[illegible]ANAGER
DON. E. MACDONALD, CHIEF O[illegible] POLICE
WESLEY CHAPPELL, RECORDER
CHAS. YARBROUGH, MUN. JUDGE

DEEP WATER HARBO[illegible]
BANDON-BY-THE-SE[illegible]

COUNCILMEN
VOYLE PERRY
CLYDE STEARNS
ERNEST WEHNER
DON GODDARD
CHARLES YARBROUGH
T. C. GANT

CITY OF BANDON
BANDON, OREGON

MUNICIPAL LIGHT, POWER, WA[illegible]
PUBLIC LIBRARY

LUMBERING AND AGRICULTURE
"CRANBERRY CAPITAL OF OREGON"

June 20th, 1958.

Mr. C. G. Swenson,
Engineer, County & City Relations,
State Highway Department,
Salem, Oregon.

Dear Mr. Swenson:

We are enclosing a certified copy of a resolution passed by the Council at its regular meeting of June 18th, 1958. We are also enclosing the map with the section of Elmira Avenue marked in red.

Very truly yours,

City of Bandon.

By John H. Fasnacht
John H. Fasnacht,
Mgr. of Utilities.

NOTED
JOHN D. GRAHAM

RECEIVED
JUN 23 1958
COUNTY [illegible]

310-1727 Glendale (Brown St.- 1959
Molly St.) Grad. &
#5436 Pav. Proj.

Form A-150—5M—6-59

NOTED
Harold C. Ayers

INVOICE
Oregon State Highway Department
SALEM, OREGON

Invoice No. 62867

Date
November 16, 1959

Your Req. No.

Billing Request No.
cc 537

Credit Distribution:
[illegible]

City of Glendale
Glendale, Oregon

Attn: A. J. Smith, City Recorder

Final billing: City share of total costs, as per attached statement, of Brown Street-Holly Street grading and paving covered by agreement dated 3/23/59

NOTED
C. G. SWENSON

Advance Deposit		$1,770.00
Costs as per attached	$18,530.88	
Agreed State share	20,000.00	
Agreed City Share		None
Refund due City		$1,770.00

RECEIVED
NOV 17 1959

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

State Printing 21127

NOTED
C. G. SWENSON

November 17, 1959

Mr. A. J. Smith
City Recorder
Glendale, Oregon

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Dear Mr. Smith:

Final costs are now available on the Special City Allotment project on Brown and Molly Streets.

As the project did not cost in excess of $20,000, a refund of $1,700 is due the city. A check in this amount will be forwarded by our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm

RECEIVED
OCT 27 1959
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 26, 1959

310-1727

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5436	2 Final	Roseburg Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25981	76157	$ 500.00	10-23-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **80 workdays from May 1, 1959**

Time Extensions: **None of record**

Completion Date: **August 28, 1959**

Date Accepted: **September 24, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **October 26, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

C. H. Heal
for Floyd Query
Secretary

Warrant Mailed: OCT 27 1959

NOTED ON CARD
Lc

A

RECEIVED
OCT - 6 1959
FOR FILING

310 727

421

October 5, 1959

American Insurance Company
McLaughlin Bldg.,
1220 SW Columbia,
Portland 1, Oregon

Gentlemen:

State Highway contract #5436 for grading-paving the Brown St.-Molly St. Section in Glendale, Douglas County, was completed by the contractor, Roseburg Paving Company, on August 28, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $500.00 will be released to the contractor on or after October 15, 1959. The total contract amount is $16,227.54, of which amount $158.01 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: American Insurance Company
Dwayne Buell Agency
P. O. Box 730
Roseburg, Oregon

A

RECEIVED
SEP 24 1959

FOR FILING
310-1927

5436

September 23, 1959

American Insurance Company
McLaughlin Bldg.,
1220 SW Columbia
Portland 1, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Roseburg Paving Company on contract #5436 for grading-paving the Brown St.-Holly St. Section in Glendale, Douglas County.

This payment, in the amount of $15,727.54, will be released to contractor on or after October 5, 1959. The retained percentage is $500.00.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: American Insurance Company
Dwayne Buell Agency
P. O. Box 730
Roseburg, Oregon

Form E-1—(Rev.)-

310 1727

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 29, 1959

Section Glendale (Brown St. - Molly St.)

Kind of work Grading and Paving

Highway City Streets County Douglas

Section prefix 310 - 1727

Contractor Roseburg Paving Company.

Contract number 5436

Date of contract April 16, 1959

Specified work days 80

Date work started August 18, 1959

Work days used 82

Project authorization $ 21,168.56

Exclusive of engineering $ 19,663.24

Per cent of time elapsed 102.5 %

Estimated cost of completed project, exclusive of engineering $ 16,700.00

Estimated per cent underrun 15.0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1,505.32

Engineering cost to date $ 686.00, 45.6 %

Date project was completed August 28, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	________	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Work in general progressed very satisfactorily this past week. Completed base excavation and laying base surfacing Tuesday. Laid Asphaltic Concrete pavement Wednesday and Thursday. Completed shoulders and general clean up Friday this week.

CONSTRUCTION DIVISION
RECEIVED
AUG 31 1959
NOTED-- CE ACE ACE COE

NOTED
JOHN [illegible]

NOTED
[illegible] COOPER

NOTED
C. E. PAULSEN

Signed E. Roberts

Address P.O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.22	0.22			0.22
Miles partially completed	——	——			——
Miles completed	0.22	0.22			0.22
Total estimated quantities (contract)	770	690			450
Total quantities corrected to date	650	570			442
Estimated quantities moved or placed to date	650	570			442
Average daily quantities Past Week	90	78			88
Average daily quantities necessary to complete project on time	None	None			None
Number shifts per day	1	1			1
Hours per shift	8	8			8
Average force on project for week	5	6			7

Men	7
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	8
Men and tractors	2

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors 1, Bulldozers ...., Compaction rollers .... Trucks 9, Paving Machines 1, Waterwagon 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	Warm		
Tuesday	Warm		
Wednesday	Warm		
Thursday	Warm		
Friday	Warm		
Saturday			

RECEIVED
MAY 20 1959
FOR FILING

COMMISSIONERS
M. [illegible], CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5436

May 20, 1959

Roseburg Paving Company
536 West Maple
Roseburg
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5436, awarded April 16, 1959, for grading-paving on the Brown St.-Molly St. Section in Glendale, Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

NOTED
V. R. JONES

NOTED
C. G. SWENSON

April 22, 1959

NOTED
Harold C. Ayers

Mr. A. J. Smith
City Recorder
Glendale, Oregon

250
1959

Dear Mr. Smith:

We acknowledge receipt of the city's check in the amount of $1,770 as the city's estimated cost of their share of the construction project on Brown and Molly Streets.

On April 16, 1959, the State Highway Commission awarded Contract No. 5436 to the Roseburg Paving Company for this project. Enclosed for your information and records is a copy of the contract and plan.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

HCA:cg

Encl.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

March 24, 1959

Mr. A. J. Smith
City Recorder
Glendale, Oregon

John F. Hagemann

Dear Mr. Smith:

On March 24, 1959, the State Highway Commission received a bid on the Brown Street-Molly Street project in Glendale. The bid was submitted by the Roseburg Paving Company and the estimated cost based on this bid is as follows:

Contract Items	$18,316.50
Extra Items (Flagging and adjust water valve)	500.00
Engineering & Contingencies	2,352.06
Survey	600.00
Total - - - - - - - - - - - -	$21,768.56

As per the agreement between the city and state, the city is to pay all costs in excess of $20,000 and is to make this payment by means of an advance deposit. If the city wishes to proceed with this project, and advance deposit of $1,770 is required. Please make this deposit by means of a check made payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appriciated as a contract cannot be awarded until the advance deposit is in our hands.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

HCA:cg

Dep. rec'd 3/30/59

A

RECEIVED
APR 17 1959
FOR FILING
313-1727

5436

April 16, 1959

Roseburg Paving Company
536 West Maple
Roseburg, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5436 for grading and paving on Brown Street and Molly Street in the city of Glendale, in Douglas County.

This award was based on your bid of $18,316.50 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

R

RECEIVED
APR 13 1959
FOR FILING
310-1727
5436

FORM E-125-X 12.5M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 10, 1959

632

Mrs. Vera L. Kemp, Clerk
Board of Education
Glendale Public Schools
District No. 77
Glendale, Oregon

Dear Mrs. Kemp:

This is to acknowledge your letter of April 9 concerning the City of Glendale's request for reconstruction of a city street used by your school buses.

Last year we received an application from the City of Glendale for reconstruction of Brown Street from Sether Avenue to Gilbertson Avenue, Gilbertson Avenue from Brown Street to Molly Street, Molly Street from Gilbertson Avenue to Pacific Avenue, and Molly Street westerly for one-half block all as shown colored in yellow on the attached map. Bids on this project have been opened and it is planned to award a contract on this project in the near future.

We have now received a request from the City of Glendale for improvement of Molly Street from Pacific Avenue to Montgomery Street, Montgomery Street from Molly Street to First Street, and First Street from Montgomery Street to the south city limits all as shown in red on the attached map. It is assumed that Molly Street is the street referred to in your letter.

As you probably know, the fund available for these projects is $250,000 annually. In the past we have been receiving requests for four to five times more projects than can be constructed in any one year with the available funds so in fairness to all cities making these applications it has been Highway Commission policy not to grant a city two projects in two successive years; however this request will be investigated along with all other requests and a report will be made to the Highway Commission this fall. A representative from this division will contact your city officials in the near future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson

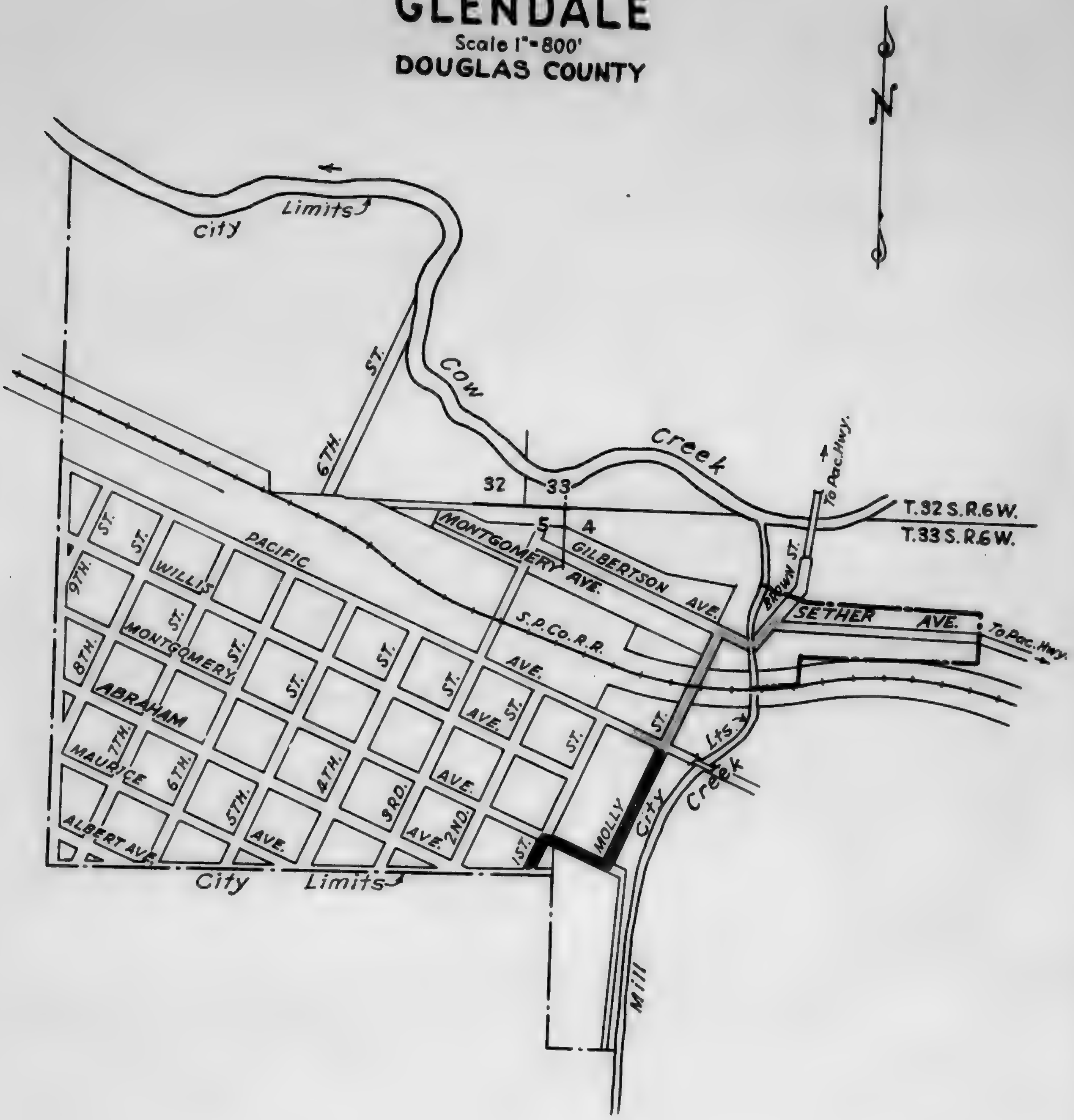
C. G. Swenson
Engineer, County & City Relations

CGS:cg
Att.
cc: Mr. G. S. Paxson

GLENDALE

Scale 1"=800'

DOUGLAS COUNTY



Rev. 1-8-54

R

RECEIVED
APR 7 - 1959
FOR FILING

Salem, Oregon
April 6, 1959

Mr. C. G. Swenson

Please acknowledge the attached letter from the Glendale Public Schools concerning the improvement of a street in Glendale.

If this qualifies, it could perhaps be put on next year's city fund program, but we could only do this by request of the City and could not, of course, act on a request of the School Board.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

WILLIAM A. VAUGHN, CHAIRMAN
RODNEY SWANSON
SIDNEY W. PERRY
BERNIE HALVERSON
MRS. LEOTA FISHER

EN D. YODER, SUPERINTENDENT
LAURENCE K. GIBSON, H. S. PRINCIPAL
MILLARD L. GILBREATH, ELEM. PRINCIPAL
MRS. VERA L. KEMP, CLERK

GLENDALE PUBLIC SCHOOLS
DISTRICT No. 77
PHONE VE 2-5330
GLENDALE, OREGON

REFERRED TO Paxson

April 2, 1959

PLEASE RETURN TO
G. S. PAXSON

State Highway Dept.
Salem,
Oregon

Sirs:

The City of Glendale has ask for the paving of the long block which goes by the Elementary School and is actually an extension of the main road.

May we add our desires on hoping this is done. The road is full of "chuck holes" and no matter the amount of leveling, grading, and filling they reappear. All our school buses must use this road and it makes it very rough riding, as well as expensive on our buses.

The road is undoubtedly one of the most traveled in Glendale as it is the best way to approach the school and there are about 20 houses and a Catholic Church on up the road and a section of town by turning right on a road which runs behind the school.

We hope you will give the City of Glendale's request every consideration as it would be important to us.

Centennially yours,

Board of Education
School Dist. #77
Glendale, Oregon
Vera L Kemp
Vera L. Kemp, Clerk.

RECEIVED
1959

RECEIVED

RECEIVED
MAR 27 1959
FOR FILING

310-1727

5436

R

March 26, 1959

R. J. Smith, City Recorder
City Hall
Glendale, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Glendale a fully executed copy of an agreement between the State Highway Commission and the City of Glendale covering the Special City Allotment project on Brown Street, Gilbertson Avenue, Holly Street, and Pacific Avenue in the City of Glendale.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By________________________________
C. W. Head, Assistant Secretary

rn
Enc.

RECEIVED
MAR 30 1959
FOR FILING

Salem, Oregon
March 26, 1959

Sp. State Agt. Funds #81

$250,000 Fund Agreement
City of Glendale

Mr. C. G. Swenson
City & County Relations Engineer
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of an agreement with the City of Glendale covering the Special City Allotment project on Brown Street, Gilbertson Avenue, Molly Street and Pacific Avenue in Glendale.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Glendale.

Ass't. Secretary

rn
Attach: 1

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1959

SUBJECT: $250,000 Fund Agreement
City of Glendale

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Brown Street, Gilbertson Avenue, Molly Street, and Pacific Avenue in Glendale. Two copies have been executed by the city and are now ready for signature by the Highway Commission.

The project was approved 10/23/58.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
John D. Graham
Office Engineer

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10 23 58 Min Page 32
Lloyd Query
Secretary

250/ = 1960

Resolution No. 20

3-3-59

WHEREAS THE STATE OF OREGON, acting by and through its **STATE HIGHWAY COMMISSION**, has caused to be prepared and submitted to the CITY OF Glendale, Oregon an agreement providing for the improvement of Sather Avenue to Gilbertson Avenue Gilbertson Avenue from Brown Street to Molly Street; Molly Street from Gilbertson Avenue to Pacific Avenue; Pacific Avenue from Molly St. within the said City by the terms of which agreement the State is to pay the costs not to exceed $20,000 and the City is to pay all costs in excess of $20,000 as its share of the total cost of such improvement; and whereas said agreement as submitted has been read in full to the Council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City of Glendale Oregon that the Mayor and Recorder are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing Resolution was duly adopted by the Council of the City of Glendale, Oregon on the Second day of March, 1959

R. E.
Mayor

ATTEST:

Recorder

RECEIVED
MAR 4 1959
ENGINEER
COUNTY & CITY RELATIONS

12-30-58

R

NOT
W. C. WILLIAMS

RECEIVED
JAN 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR

310-1727

5436

LOCATION PROSPECTUS
SETHER AVENUE-PACIFIC AVENUE SECTION
CITY OF GLENDALE
DOUGLAS COUNTY

The following prospectus is submitted in regard to the Sether Avenue-Pacific Avenue Section of Brown Street, Gilbertson Avenue, and Molly Street in Glendale. The northerly terminus is at the intersection of Brown Street and Sether Avenue. The southerly terminus is on Pacific Avenue, one-half block westerly of Molly Street. The overall length of the project is 0.22 mile.

This will be a location survey for the purpose of preparing plans for widening, surfacing, and paving certain sections of Brown Street, Gilbertson Avenue, Molly Street, and Pacific Avenue in Glendale. Beginning at the intersection of Sether Avenue and Brown Street, the route follows Brown Street southerly to Gilbertson Avenue; thence westerly along Gilbertson Avenue to Molly Street; thence southerly along Molly Street to Pacific Avenue; thence westerly along Pacific Avenue for one-half block. Reconnaissance is not necessary. Soil investigation has been made. There are no special drainage problems. An economic analysis is not needed at this time.

Plans call for widening, surfacing, and paving as required to provide a finished roadway consisting of a 20-foot to 24-foot traveled way with 6-foot shoulders. Under base areas on Molly Street and Pacific Avenue will be excavated. The tentative base design as determined by G. L. Decker is:

A.C. Base and Wear	3½"
3/4"-0 Level Course	2 "
Coarse Crushed Base	9 "
Total	14½"

(Eleven inch credit over existing P.C.C. on Gilbertson Avenue and Brown Street.)

Adequate quantities of material are available from local sources.

There are no State Parks affected by the project.

December 30, 1958

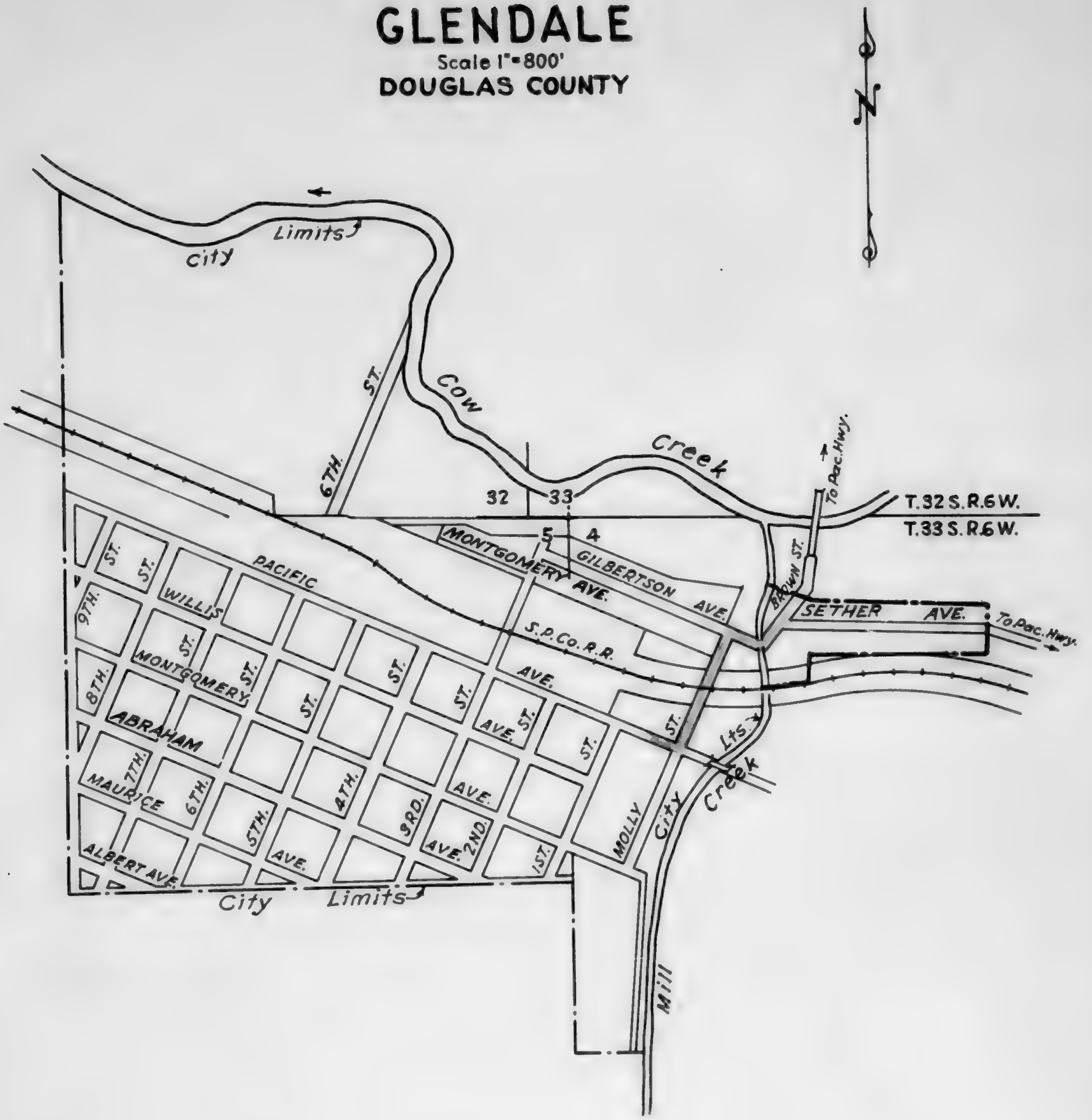
Attachment

cc W. C. Williams✓
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan (2)
Glen Roberts
J. W. Nash
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

GLENDALE

Scale 1"=800'

DOUGLAS COUNTY



Rev. 1-8-54

No. 29

6-3-58

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of GLENDALE is an incorporated city of the State of Oregon, and has a population of ~~1000~~ 871, as given by the latest official census, and

WHEREAS, the following streets of said city, Gilbertson Ave

Form cc-50 (1953 Rev.)
Special City Allotment

Brown St, molly St and Sether ave

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

GILBERTSON AVE, BROWN ST, MOLLY ST AND SETHER AVENUE, need to be widened and Straightened as it is very crooked, and All of the Traffic comes by this getting into The City. Some of it needs to be Resurfaced

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of GLENDALE does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate THE MAYOR as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 3 day of ~~May~~ June, 1958.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Glendale Ore at a ~~regular~~ or special meeting of said Council, held on the 3 day of ~~May~~ June, 1958, and the above copy is a true and correct copy of the original and of the whole thereof.

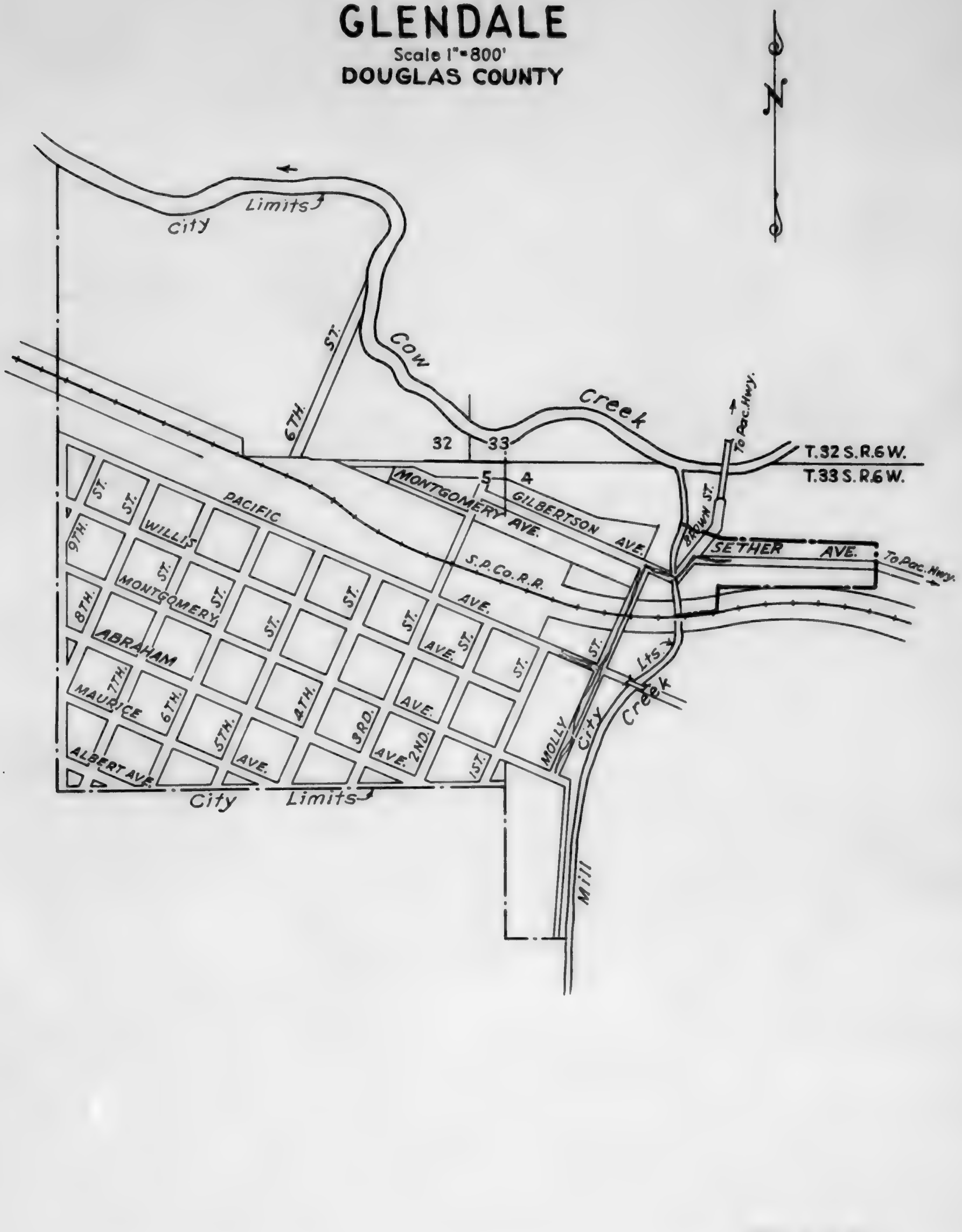
Dated this 5 day of June, 1958

G. J. Smith
City Recorder

GLENDALE

Scale 1"=800'

DOUGLAS COUNTY



Rev. 1-8-54

CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

[illegible] Highway [illegible] County Douglas Prefix

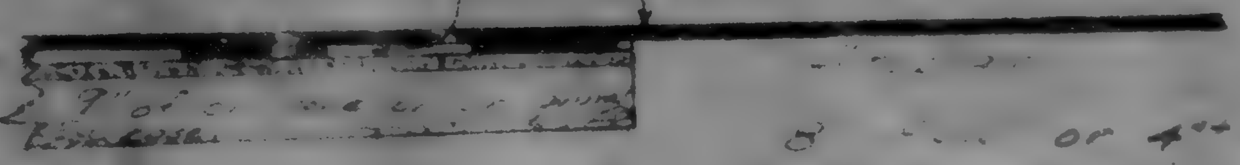
Engr. Length of Project Miles. Sta. to Sta. Date

(Heavy logging Traffic)

TYPICAL SECTIONS Traffic Classif. fr. Ayers County [illegible]

New Work	Over Existing Roadway

2" of top course A.C.
2" of bottom course A.C.
2" of 3/4"-0 base course



8" [illegible] or 4" A.C.
*8"-10" variable, sandy pit run gravel.

13" Credit

Gravelly [illegible] loam

Typical Soil
20 LL
0 PI
10 % P.200
6 % Silt
4 % Clay
[illegible] R value

3-2-58

Required Base & Wear		Design [illegible]	
Crushed	Not Crushed	Exist. Surf. All.	New Work

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %		
Suitable material source [illegible]										
* Test of existing base	[illegible]	2.79	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]		

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by H. S. [illegible]
[redacted]
Recommended by [illegible]
[illegible]

Recommended by
Approved by

12-4211 Webb Slough-Long Cr. Sec. 1959
of Pendleton-John Day Hwy.
#5437 (Oiling & Rock Prod.)

RECEIVED
FOR FILING

NOTE
W. C. WILLIAMS

A

February 15, 1960

Webb Slough-Long Creek
Contract No. 5437

FINAL COST ANALYSIS
Oiling & Rock Production
Contractor: E.H. Itschner
Resident Engineer: Kenneth Berg

Pendleton-John Day Hwy.
Prefix No. 12-4211

Item 5437	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	34.72	Mile	75.00	75.00	2,604.00	2,604.00
Hauling Aggregate	3,235	Yd.Mi.	0.20	0.20	647.00	647.00
Placing Aggregate	1,650	Cu.Yd.	1.00	1.00	1,650.00	1,650.00
Furnishing & Placing Aggre.	6.040	Cu.Yd.	5.00	4.47	27,026.44	30,200.00
120-150 Asphalt	610.54	Ton	45.00	45.00	27,474.30	27,474.30
1/2"-1/4" Cr.Mat'l in S.P.	2,554.5	Cu.Yd.	3.50	3.05	7,821.61	8,940.75
1/4"-#10 Cr.Mat'l in S.P.	4,125	Cu.Yd.	3.50	3.05	12,630.33	14,437.50
Sp.Haul Adj.(Favor of State)	334.7	Yd.Mi.	0.10			-33.47
PA#1 3/4"-1/2" Cr.Mat'l in S.P.	463.7	Cu.Yd.	1.00	1.00	463.70	463.70
Force Account					425.29	425.29
						86,809.07
Cr.Rock sold to County	1,555	Cu.Yd.	2.37	2.20	3,426.09	3,678.75
					$84,168.76	$90,487.82

	Gross Revenue	Total Cost	Profit	% Profit
E.H. Itschner	49,052.52	42,733.46	6,319.06	12.9%
Russell Olson	41,435.30	41,435.30	- -	- -
	90,487.82	84,168.76	6,319.06	6.7%

DETAIL OF COST - Contract No. 5437

Labor:		
Supervision	$ 2,400.00	
Labor	5,460.82	
Labor Insurance	790.89	
Health and Welfare	107.50	$ 8,759.21
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	10,091.48	
Equipment Rental, Hired Fully Operated	9,877.57	
Gas, Oil and Grease	3,755.98	
Bond	648.16	
P.U.C.	67.85	
P.L. and P.D. Insurance	87.32	
Move In, Freight and Cartage	2,875.30	
Small Tools and Miscellaneous Supplies	415.60	
Power for Operating Plant	615.24	
Explosives	2,150.50	
Amount Paid Mr. Draper for Drilling and Shooting Quarry	2,000.00	
Home Office and General Overhead	1,389.25	
Amount Paid Russell Olson for Oiling	41,435.30	75,409.55
TOTAL COST		$ 84,168.76

Remarks - Contract No. 5437

This was a "State Project" calling for oiling and rock production of 34.72 miles of a DO-30 oil mat wearing surface on the Webb Slough-Long Creek Section of the Pendleton-John Day Highway in Umatilla and Grant Counties.

The contract was bid March 24, 1959, awarded April 16, 1959. Work started June 1st and the project was completed August 3, 1959.

The contractor moved in one D-7 cat and dozer on June 1, 1959 and started stripping the quarry which was located on the easterly side of and .35 mile distant from the Highway at M.P. 71.4. This work required four days. Mr. Draper did the drilling for the contractor using a compressor and wagon drill, the contractor furnishing the explosives. The quarry was drilled and shot June 25th.

The contractor started moving in his 4-crusher portable crushing plant on June 8, 1959 and started crushing June 26th. A total of 14,738 cubic yards of rock was crushed in 148 hours for an average of approximately 100 cubic yards per hour which was good production for this type of crushing plant. The crushed rock was hauled and stockpiled with hired equipment. A profit was realized on the crushing.

The oiling was subcontracted to Russell Olson Construction Company and the oiling operation was started July 22nd and completed July 30, 1959. Good progress was made on the oiling. No costs were obtainable from the subcontractor due to him having lost his records in the fire that destroyed his office.

The contractor had good bid prices, good equipment and personal supervision realizing a good profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
OCT 21 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Oct. 20, 1959

5437	4 Final	E. E. Itschner	
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
25431	71226	$ 2,850.46	10/19/59
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcomb
ACCOUNTING DIVISION

Specified completion date: **80 workdays from May 1, 1959**

Time Extensions: **None of record**

Completion Date: **August 3, 1959**

Date Accepted: **August 13, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **October 21, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 21 1959
GRW

NOTED ON CARD
LC

RECEIVED
SEP 30 1959
FOR FILING
12-4211
5437

September 30, 1959

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5437 for oiling-rock production on the Webb Slough-Long Creek Section of the Pendleton-John Day Highway in Grant-Umatilla Counties was completed by the contractor, E. H. Itschner Co., on August 3, 1959, and was formally accepted on August 13, 1959.

Final payment in the amount of $2,850.46 will be released to the contractor on or after October 13, 1959. The total contract amount is $86,809.07, of which amount $425.29 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
320 California St.,
San Francisco 26, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

A

RECEIVED
SEP 14 1959
FOR FILING

12-4211

[illegible]

September 4, 1959

Great American Insurance Co.
Bond Department
320 California St.
San Francisco 26, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Co. on Contract No. 5437, for oiling and rock production on Webb Slough-Long Creek Section of Pendleton-John Day Highway, Grant and Umatilla Counties.

This payment, in the amount of $698.66, will be released to the contractor on or after September 14, 1959. The retained percentage is $2,59[illegible].66.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

jmc

cc: Great American Insurance Co.
Portland Service Office
407 Failing Building
Portland 4, Oregon

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

NOTED ON CARD
Jmc
9/4/59

Form E-1—(Rev.)—

12-4211

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 7, 1959

Section Webb Slough-Long Creek

Kind of work Oiling & Rock production

Highway Pendleton-John Day) County Grant & Umatilla

Section prefix 12-4211

Contractor E. H. Itschner Co.

Contract number 5437

Date of contract April 16, 1959

Specified work days 80

Date work started June 1, 1959

Work days used 57

Project authorization $103,030.65

Exclusive of engineering $95,704.03

Per cent of time elapsed 71 %

Estimated cost of completed project, exclusive of engineering . . . $92,000.00

Estimated per cent overrun or underrun . . . Under 8 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization $7,326.62

Engineering cost to date $2,900.00, 40 %

Date project was completed August 3, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
					100%	100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor maintained the new oil over the week end from July 31st. through August 2nd. to complete all work on this project. This will be the last weekly report.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
AUG 10 1959
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CWE

Noted
M. N. Juve

NOTED
[illegible]

Signed Kenneth Berg Res. Engineer

Address Box 459 Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			26.9	34.7	
Miles partially completed					
Miles completed			26.9	34.7	
Total estimated quantities (contract)			6300 CY.	1590 cy.State Rock 6000 cy Contractor's 660 Ton oil	
Total quantities corrected to date			6800 CY.	1640 cy.State Rock 6040 cy Contractor's 612 Ton Oil	
Estimated quantities moved or placed to date				"	
Average daily quantities			0	0	
Average daily quantities necessary to complete project on time			0	0	
Number shifts per day			0	0	
Hours per shift			0	0	
Average force on project for week			0	0	

Men None

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

None

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear & Warm		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAY 26 1959
FOR FILING

L-4211

5437

A

May 25, 1959

E. H. Itschner Company
Molalla
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5437, awarded April 16, 1959, for oiling-rock production on the Webb Slough-Long Creek Section of the Pendleton-John Day Highway in Grant-Umatilla Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

A

RECEIVED
[illegible] 1959
FOR FILING

12-4211

5437

April 16, 1959

E. H. Itschner
Molalla, Oregon

Dear Sir:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5437 for oiling and rock production on the Webb Slough-Long Creek Section of the Pendleton-John Day Highway in Grant and Umatilla Counties.

This award was based on your bid of $86,422.00 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

S-41(3) Cobleigh Rd.-Butte Falls 1959
Sec. of Butte Falls Rd.
#5438 (Paving)

OREGON STATE HIGHWAY DEPARTMEN

INVOICE

INVOICE NUMBER [illegible]

DATE	BILLING REQ. NO.	YOUR ORDER NO.
[illegible]	[illegible]	

CREDIT DISTRIBUTION

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Make checks payable to the Oregon State Highway Department

Send Remittance To:

OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
Harold C. [illegible]

NOTED
C. G. SWENSON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
[illegible]			
[illegible]		[illegible] [illegible]	[illegible]
[illegible]		[illegible] [illegible]	2,[illegible]
[illegible]			[illegible]

RECEIVED
DEC 21 1959

NOTED
JOHN D. GRAHAM

NOTED

NOTED
V. R JONES

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

A 150X (REVISED 12-[illegible])

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

December 29, 1959

Mr. Paul B. Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
V. R. JONES

Dear Mr. Rynning:

Final costs are now available for the Cobleigh Road-Butte Falls Section of FAS 287. As shown in the attached cost statement, a refund of $437.90 is due the county in connection with this project. The refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

Completed 7/1/59

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Jackson

Contract No. 5438

Date 12/29/59

FAS 257

Section Cobleigh Road-Butte Falls

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				$65,877.94
Construction engineering.				6,546.25
TOTAL CONSTRUCTION COSTS				$72,424.19
FEDERAL FUNDS COLLECTED FOR PROJECT.				$44,100.00

AGREED COUNTY SHARE OF TOTAL COSTS

50% of difference between total costs and federal funds

($72,424.19 - $44,100) X 1/2 = $14,162.10

County Advance Deposit	$14,600.00
Less County Share	14,162.10
REFUND DUE COUNTY.	$ 437.90

JFH:mm

Hwy1 - 10M - 6-40

Sept. 2, 19

STATE OF OREGON,

To Rogue River Paving Co., Dr.

County Jackson

Postoffice address Medford, Oregon

Highway Butte Falls County Road

Work done to July 1, 1939

Contract No. [illegible]

Section Cobleigh Road-Butte Falls

Prefix No. 315-1066-301(41)

Estimate No. [illegible]

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. 3/4"-0 mat. in leveling cr.	c.y.	5.00	2,312	11,560.00	11,560.00	-
2. Sprinkling	M/gal.	5.00	83.6	418.00	418.00	-
3. Preparation of base	mile	500.00	2.41	1,205.00	1,205.00	-
4. 3/4"-0 mat. in binder cr.	c.y.	8.00	74	592.00	592.00	-
5. [illegible]-3 asphalt	ton	75.00	10.45	783.75	783.75	-
6. Asphaltic concrete mixture	ton	5.70	6,487.3	36,977.61	36,977.61	-
7. 85-100 asphalt in mixture	ton	36.00	378.05	13,609.80	13,609.80	-
8. Extra for paving approaches	each	25.00	8	200.00	200.00	-
9. [illegible]-1 asphalt	ton	75.00	.45	33.75	33.75	-
Force Account				498.03	498.03	-

Audited and approved by

Totals	65,877.94	65,877.94	
% Retained			

Section Cobleigh Road-Butte Falls Prefix No. 315-1066-201(41) Estimate No. [illegible]

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. 3/4"-0 mat. in leveling cr.	c.y.	5.00	2,312	11,560.00	11,560.00	-
2. Sprinkling	M/gal.	5.00	83.6	418.00	418.00	-
3. Preparation of base	mile	500.00	2.41	1,205.00	1,205.00	-
4. 3/4"-0 mat. in binder cr.	c.y.	8.00	74	592.00	592.00	-
5. [illegible]-3 asphalt	ton	75.00	10.45	783.75	783.75	-
6. Asphaltic concrete mixture	ton	5.70	6,487.3	36,977.61	36,977.61	-
7. 85-100 asphalt in mixture	ton	36.00	378.05	13,609.80	13,609.80	-
8. Extra for paving approaches	each	25.00	8	200.00	200.00	-
9. [illegible]-1 asphalt	ton	75.00	.45	33.75	33.75	-
Force Account				498.03	498.03	-

		Total Amount To Date	Previous Amount	Present Amount
Audited and approved by	Totals	65,877.94	65,877.94	-
Period covered to 7/1.59	3 % Retained	-	1,976.34	1,976.34
Items Cont. 5438 Est. 3 Final	Total Payments	65,877.94	63,901.60	1,976.34

Computed by E. Hicks
bc
Checked by

To be paid contractors, this estimate, $ 1,976.34

Engineer K. 2. Linbecker
18004

Previous Voucher No.

State Printing

9-25-59
(d)

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 16, 1959

3/11/63

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5438	3 F	Rogue River Paving Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24927	65853	$1,976.34	10/12/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Lois Mattes
ACCOUNTING DIVISION

Specified completion date: 70 workdays from May 1, 1959

Time Extensions: None of record

Completion Date: July 1, 1959

Date Accepted: August 13, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 19, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 19 1959
GRW

NOTED ON CARD
EC

RECEIVED
SEP 29 1959
FOR FILING

S-41(3)

5438

September 28, 1959

Western Surety Company
540 University Avenue
Palo Alto
California

Gentlemen:

State Highway contract #5438 for paving the Cobleigh Road-Butte Falls Section on the Butte Falls Road in Jackson County was completed by the contractor, Rogue River Paving Co., on July 1, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $1,976.34 will be released to the contractor on or after October 8, 1959. The total contract amount is $65,877.94, of which amount $498.03 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Western Surety Company
Robert C. McCracken Ins. Agency
83 West Broadway
Eugene, Oregon

Form E-1—(Rev.)—

S. 41(5)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 25, 1959

Section Cobleigh Road - Butte Falls

Kind of work Paving

Highway County Road County

Section prefix 515-1066

Contractor Rogue River Paving

Contract number 5438

Date of contract April 16, 1959

Specified work days 70

Date work started May 20, 1959

Work days used 44

Project authorization $73,067.63

Exclusive of engineering $67,871.71

Per cent of time elapsed 62.9 %

Estimated cost of completed project, exclusive of engineering $66,878.00

Estimated per cent [redacted] underrun 1.47 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $5,195.92

Engineering cost to date $5,637.38, 108.50 %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semifinal being prepared.

CONSTRUCTION DIVISION
RECEIVED
JUL 27 1959
NOTED-- CE ACE ACE COE

Noted
W. N. Juve

NOTED
[illegible]

Signed K.D. Limbocker
K.D. Limbocker, Res. Eng.

Address P.O. Box 429 Central Point

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
JUL 22 1959
FOR FILING
2.41(3)
5438

July 21, 1959

Western Surety Company
540 University Avenue
Palo Alto
California

Gentlemen:

It is the intention of the State Highway Commission to release to Rogue River Paving Company a portion of the funds heretofore retained by the Commission on contract #5438, for paving the Cobleigh Road-Butte Falls Section of the Butte Falls Road in Jackson County.

This payment, in the amount of $30,768.69, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,976.34. The present payment will be released on or after July 31, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Western Surety Company
Robert C. McCracken Ins. Agency
83 West Broadway
Eugene, Oregon

Form E-1—(Rev.)—

241 (3)
543

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 7/17/59, 19

Section Cobleigh Road-Butte Falls

Kind of work Paving

Highway County Road County Jackson

Section prefix 515-1066

Contractor Rogue River Paving Co.

Contract number xx-5438

Date of contract 4/16/59, 19

Specified work days 70

Date work started 5/20/59, 19

Work days used 44

Project authorization $ 73,067.63

Exclusive of engineering $ 67,871.71

Per cent of time elapsed 62.9 %

Estimated cost of completed project, exclusive of engineering $ 66,878.00

Estimated per cent overrun or underrun 1.47 under %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 5,195.92

Engineering cost to date $ 5,637.38, 108.50 %

Date project was completed July 3, 19 59

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semifinal Estimate is being prepared.

Noted
M. N. Juve

NOTED

NOTED

NOTED
C E PAULSEN

CONSTRUCTION DIVISION
RECEIVED
JUL 20 1959
NOTED-- 2 CE | ACE | B ACE | | DOE

Signed K.D. Limbocker
K.D. Limbocker

Address Box 429 Central Point

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

NOTED
[illegible]

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

NOTED
V. R. JONES

July 8, 1959

Jackson County Court
Courthouse
Medford, Oregon

Gentlemen:

This is to advise you that work on Contract No. 5438, Cobleigh Road-Butte Falls Section of FAS 287 was completed on July 1, 1959.

Under the terms of the agreement dated March 23, 1959, the county assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

Fas 287
maint agree file

JDG:cg

A

RECEIVED
JUL - 7 1959
FOR FILING

S-41 (3)

54-5

July 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 1, 1959, on Contract No. 5438, Cobleigh Road-Butte Falls Section, in Jackson County, in connection with Federal Aid Project No. S-41(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:cr
cc: Clarence G. Swenson

RECEIVED
MAY 22 1959
FOR FILING

S-41(3)

5438

A

May 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 20, 1959, on Contract No. 5438, Cobleigh Road-Butte Falls Section, in Jackson County, in connection with Federal Aid Project No. S-41(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Contract 5438

RECEIVED
MAY 20 1959
FOR FILING

Monthly Transaction No. 565

Project Report No. S-41(3) 3

5438

Fo -2
(5-29-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

e **Oregon**

County **Jackson**

Project No. **S-41(3)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **From approx. 2.4 miles west, to Butte Falls (Butte Falls Section) on a County Road**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	12-24-58	2.4
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 71,444	Federal funds $ 44,100

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(title)

By ______________________
(title)

By ______________________
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **May 19, 1959**

USComm-DC 11169

May 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Cobleigh Road-Butte Falls Section, Project No. S-41(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:gh

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Cobleigh Road-Butte Falls Section, Project No. S-41(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:bb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-41(3)

COBLEIGH ROAD - BUTTE FALLS SECTION OF THE BUTTE FALLS ROAD IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 29, 1959

Type Code 6211
Roadway (Sta. 330+00 to Sta. 457+06.2) (Contract No. 5638)

3/4" - 0 Material in Leveling Course	1,500	cu. yds.	$ 5.00	$ 7,500.00
Sprinkling	54	M-gal.	5.00	270.00
Preparation of Base	2.41	Miles	500.00	1,205.00
3/4" - 0 Material in Binder Course	60	cu. yds.	8.00	480.00
RC-3 Asphalt	10	tons	75.00	750.00
Asphaltic Concrete Mixture	6,870	tons	5.70	39,159.00
85-100 Asphalt in Mixture	410	tons	36.00	14,760.00
Extra for Paving Approaches	8	only	25.00	200.00
RS-1 Asphalt	5	tons	75.00	375.00
				$64,699.00
Flagging (57½% of Contractor's Cost)	All Required			$ 250.00
		Subtotal		$64,949.00
		10% Engr. & Cont.		6,494.90
		Total		$71,443.90

Length of Roadway - - - - - - -2.406 Miles
Cost of Roadway Per Mile_ _ _ _$29,694.05

Federal Funds	$44,100.00
State Funds	13,671.95
County Funds	13,671.95
	$71,443.90

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
Funds For Maint: Chap. 529, laws 1939

Note: Necessary funds have been deposited by Jackson County with the Highway Department.

FORM E-123 5M 10-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAY 11 1959
FOR FILING

841(3)

5438

May 11, 1959

Rogue River Paving Company
P. O. Box 942
Medford, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract #5438, awarded April 16, 1959, for paving on the Cobleigh Road-Butte Falls Section of the Butte Falls Road in Jackson County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
APR 17 1959
FOR FILING

[illegible]

[illegible]

April 16, 1959

Rogue River Paving Company
P. O. Box 942
Medford, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5438 for paving on the Cobleigh Road-Butte Falls Section of the Butte Falls Road in Jackson County.

This award was based on your bid of $64,699.00 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. C. Savage (SIAC)

-6-58

NOTED
C. G. SW[illegible]

INVOICE

Oregon State Highway Department

SALEM, OREGON

Jackson County
Medford, Oregon
County Court

NOTED
V. R. JONES

Invoice No. 59989

Date April 13, 1959

Your Req. No.

Billing Request No. oe-473

Credit Distribution: 515-1066-297

Advance Deposit	$ 14,600.00
Partial transfer county's share total cost of Cobleigh Road-Butte Falls Section, FAS 267, covered by agreement dated March, 1959	12,000.00
To be retained	2,600.00

NOTED
JOHN D. GRAHAM

CKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By________________________________

State Printing 13107

NOTED
C. G. SWENSON

March 27, 1959

NOTED
V. R. JONES

Mr. Paul B. Rynning
Jackson County Engineer ✓
Courthouse
Medford, Oregon

NOTED
John F. Hagemann

Dear Mr. Rynning:

This is to acknowledge receipt of an advance deposit of $14,600 in connection with the Cobleigh Road-Butte Falls Section of FAS 287. A contract for this project will be awarded at the regular Highway Commission meeting on April 16th. As soon as available, a copy of the contract will be forwarded for your records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

NOTED
C. G. SWENSON

March 26, 1959

RECEIVED
MAR 27 1959

Mr. John F. Hagemann
Asst. County & City Relations Engineer
State Highway Department
State of Oregon
Salem, Oregon

Dear Sir:

Enclosed find County Warrant No. 5324, in the amount of $14,600.00, advance deposit for constructing Cobleigh Road - Butte Falls Section of FAS 287.

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:ib
Encl. Check

Warrant to Secty. Div.
3/27/59 JFH.

RECEIVED
MAR 27 1959
FOR FILING
S-41(3)

5431

March 26, 1959

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing for the records and files of Jackson County a fully executed copy of an agreement between the State Highway Commission and Jackson County covering the Coblaigh Road-Butte Falls Section of FAS 287 in Jackson County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By____________________________
C. W. Head, Assistant Secretary

rn
Enc. 1

RECEIVED
MAR 30 1959
FOR FILING
S-41(3)

3438

Salem, Oregon
March 26, 1959

Finance 251

FAS Project Agreement
Jackson County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of an agreement with Jackson County covering the Cobleigh Road-Butte Falls Section of FAS 287 in Jackson County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Jackson County.

Ass't. Secretary

rn
Attach: 1

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1959

SUBJECT: FAS Project Agreement
Jackson County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Cobleigh Road-Butte Falls Section of FAS 287 in Jackson County. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on October 23, 1958.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham

John D. Graham
Office Engineer, County & City Relations

JDG:cg
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

[illegible]
DATE 10-23-58 Min page 37
Floyd Query
Secretary

NOTED
C. G. SWENSON

NOTED
V. R JONES

March 24, 1959

John F. Hagemann

Mr. Paul B. Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
Harold C. Ayers

Dear Mr. Rynning:

On March 24 a satifactory bid was received from the Rogue River Paving Company of Medford for constructing the Cobleigh Road-Butte Falls Section of FAS 287. As per the agreement between county and state the following advance deposit is required from the county prior to award of a contract:

Bid Items	$64,699.00
Flagging	250.00
12-1/2 % Engineering & Contingencies	8,118.63
Estimated Total Cost - - - - - - - - - - -	$73,067.63
Advance Deposit of 20% - - - - - - - - - -	$14,600.00

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission, forwarding same to this office. If the deposit is mailed so as to arrive in Salem not later than April 13th, a contract will be awarded at the regular Highway Commission meeting on April 16th.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

NOTED
JOHN D. GRAHAM

Recd
3/27/59

515-1066

JFH:cg

Cont# 5438

NOTED

NOTED
S. SWENSON

NOTED
V. R. [illegible]

NOTED
Harold G. [illegible]

March 9, 1959

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

[illegible]
[illegible]

Dear Mr. Rynning:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Cobleigh Road-Butte Falls Section of FAS 287 upon which bids will be received March 24.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $78,800; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please have the County Court sign and the county clerk attest, with seal, both copies of the agreement and return them to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. The signed agreements should be mailed so as to arrive in Salem not later than March 20.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

February 18, 1959

RECEIVED
FEB 19 1959

Mr. W. C. Williams
State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon

Attention: Mr. John F. Hagemann
Asst. County & City Relations Engineer

Re: Butte Falls FAS Project

Gentlemen:

Mr. Jones, of the State Highway Department, contacted me this morning regarding the levelling course on the above mentioned road, and I informed him the same as I did you over the phone - that, in my opinion, this was unnecessary.

The road has been carrying thousands of truck loads of logs, and there appears to be practically no breakup under the surface. The oil surface is checking and breaking up in a small degree, and it is my opinion that a new pavement will be ample.

The pavement should be laid in two courses. The first course should be a levelling course, and it may take some extra material in some places, but I think this is better than scarifying the old road and disturbing it.

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:ib

FORM E-30X—50M—6-58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
V R JONES

NOTED
C. G. SWENSON

Salem, Oregon
February 24, 1959

SUBJECT: Cobleigh Road-Butte Falls Section
FAS 287
Jackson County

To: Tom Edwards
Construction Engineer
OFFICE

RECEIVED
FEB 24 1959

A revised base design was submitted for the above section calling for levelling course over the existing oiled surfacing.

It has been determined this will be unnecessary. The original approved design for new work will be adequate. Paving over the existing oil surface will be without rock for levelling.

G. L. Decker
Staff Assistant

GLD/lg

cc: Clarence Swenson
Frank Hall

Revised estimate $78,800

RECEIVED
JAN 30 1959
FOR FILING

S-41(3)

5-1-59

1-28-59

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
COBLEIGH ROAD-BUTTE FALLS SECTION
FAS 287 - JACKSON COUNTY

The following location prospectus is submitted regarding the above mentioned section. The westerly terminus is 2.4 miles northwest of Butte Falls. The easterly terminus is immediately east of the westerly city limits of Butte Falls. The overall length of the project is 2.41 miles.

This will be a survey to prepare paving plans for a location established, graded, and surfaced by Jackson County. The town of Butte Falls is at the easterly end of the project.

The route will follow the existing road. If necessary, reconnaissance will be run by Jackson County. Routine soils investigation will be conducted. No special drainage problems are indicated. There is no need for an economic analysis at this time.

The present (1957) ADT is 675 and the projected (1975) ADT is 1,200. The typical section will consist of two 11-foot running lanes with 3-foot shoulders. The wearing surface will be 3½" of A.C. on the surfacing placed by county forces.

This will be an unrestricted access facility. There are no interchanges, railroad crossings or water crossings.

There are no state parks affected by this project.

January 28, 1959

Attach.

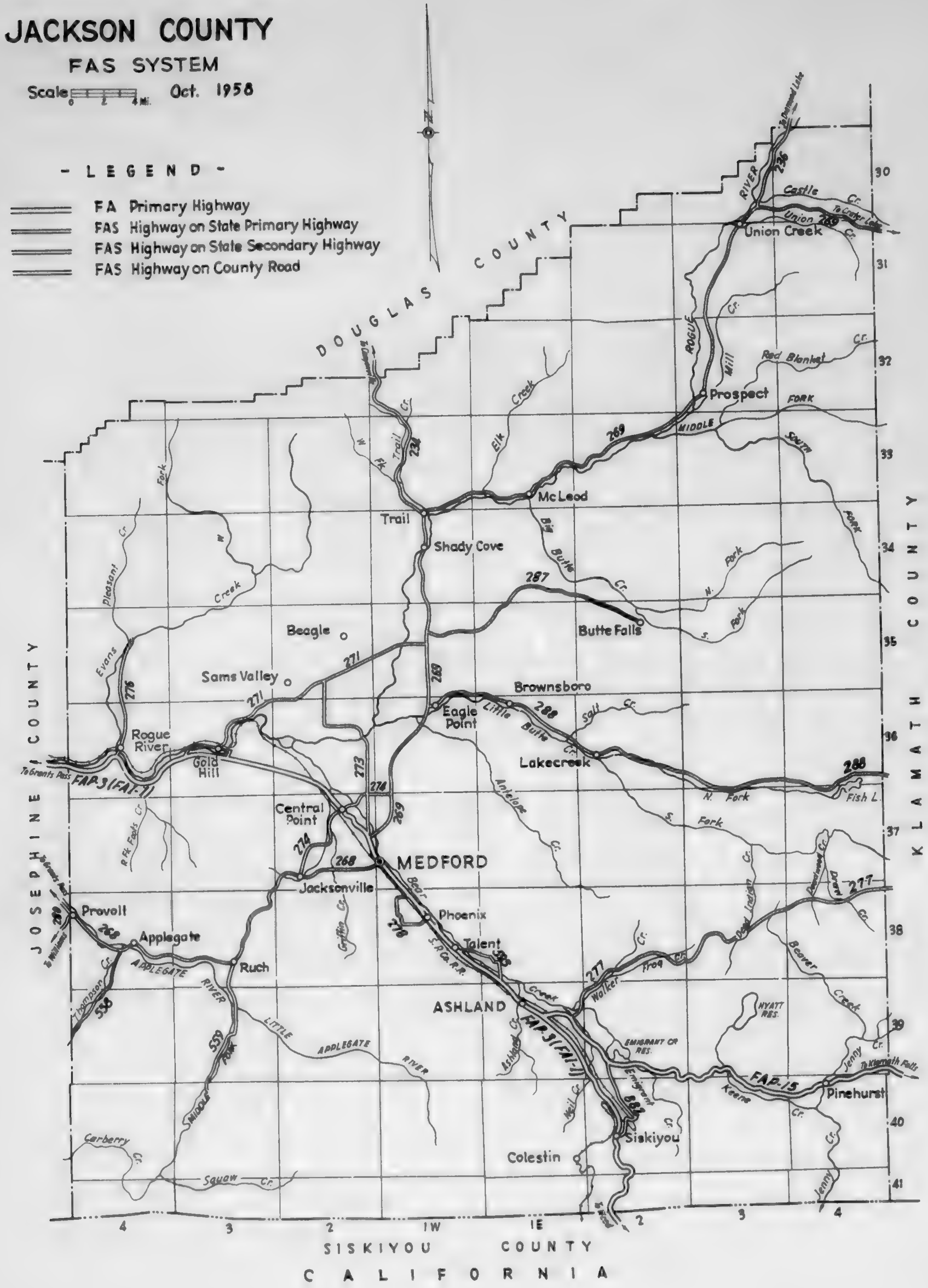
cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
Frank Morgan (3)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
JAN 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

JACKSON COUNTY

FAS SYSTEM

Scale 0 2 4 Mi. Oct. 1958



OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
G. SWENSON

NOTED
Harold C. Ayers

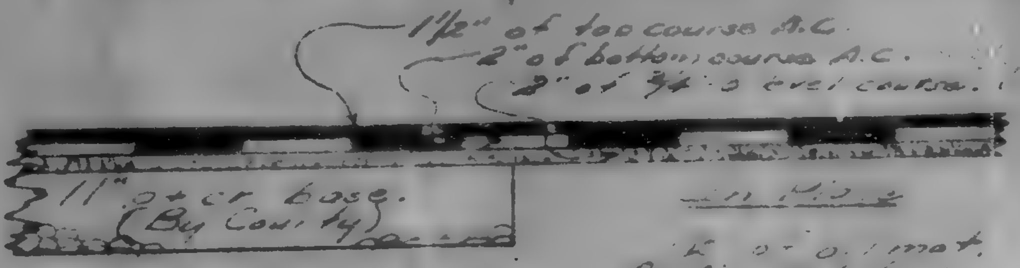
NOTED

Section [illegible] Highway F.A.S. [illegible] County Jackson Prefix [illegible]

Res. Engr. W. B. Merrill Length of Project 2.4 Miles. Sta. 330+30 to Sta. 457+36.2 Date 1-28-59

TYPICAL SECTIONS Traffic Class 4 – Medium-Heavy (Logging)

New Work & Widening | Existing Roadway



State Work

State Work

In Place

[illegible] oil mat.
8-10" rock base.

11" Credit

① Typical Soil

37 LL
13 PI
70 % P200
27 % Silt
40 % Clay
16 K Value

① Clay

NOTED
John F. [illegible]

Note: It is recommended that the existing oil surface be scarified where need to obtain level surface and proper bond.
Surfacing thickness design revised to include existing roadway requirements.

Required Base & Wear		Desired Base	Desired Wear
Crushed	Not Crushed	Exist. Surf. Allow.	New Work
5½	[illegible]	[illegible]	
16			
6.8			

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %
Suitable material source to be determined by the Engineer.								

RECEIVED
FEB 3 1959
ENGINEER
COUNTY & CITY RELATIONS

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by [illegible]
[redacted]

Recommended by [illegible]
Construction Engineer

Recommended by [illegible]
Engineer of Materials

Approved by [illegible]

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Salem, Oregon
December 17, 1958

Cobleigh Road-Butte Falls Section
FAS 287, Jackson County

Mr. Tom Edwards
OFFICE

NOTED
John F. Hagemann

The field data for the subject named project has been examined and appears to be consistent with the project as proposed by the county and approved by the Highway Commission.

This project was originally programmed for $65,000 under the name of Butte Falls Section. Funds in addition to the $65,000 originally programmed are available as required.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
cc: Mr. V. G. O'Neil
Mr. Frank Hall

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
10/23/58

FAS 287, JACKSON COUNTY

TERMINI: From approximately 40' east of Butte Falls city limits, westerly 2.4 miles. (Butte Falls Section).

PROPOSED WORK: Two-lane high type surface.

LENGTH: 2.406 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$70,000.	$42,000.	$14,000.	$14,000. (Co.)

EXISTING FACILITY:
ROADWAY: 18' wide bituminous wearing surface with 5' shoulders. This section was recently widened by Jackson County with three short grade changes. The short sections of grade change have a 28' wide crushed rock base and wearing surface. All county work was done to highway department standards. No substandard grade or alignment.
STRUCTURES: None.

ADJACENT SECTIONS:
WEST END: 22' wide bituminous wearing surface with 4' shoulders.
EAST END: 16' wide oil mat wearing surface with 4' shoulders.

PROJECT DATA: Construct asphaltic concrete pavement 3-1/2" thick and 22' wide with 3' shoulders on grade and base prepared by Jackson County.

ROW WIDTH: 60' minimum
MINIMUM DESIGN STANDARDS: No exceptions
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
PUBLIC HEARING: None required
UNUSUAL OR COMPLICATED SITUATIONS: None

Route Data Submitted under O. P. S-41(1) and S-41(2).

JFH:cg

NOTED

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

October 16, 1958

W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: C. G. Swenson, Engineer
County and City Relations

Dear Sir:

Enclosed herewith is profile and map of the Cobleigh Road - Butte Falls Section of the Butte Falls Road, FAS 287, which we propose for an FAS paving project.

Jackson County has widened the shoulders for a minimum of 4' width outside of the 20' proposed paving section. The County has also made three revisions in the grade line.

This work should be entirely completed within the next two weeks. Outside of the three grade revisions the existing pavement has not been disturbed.

I suggest that the contract be let as early as possible for next spring's construction.

Use 22'
pavement
3' [illegible] or
per [illegible]
conversation
with Rynning
10/17/58
J.F.H

Very truly yours,

Paul B. Rynning
Paul B. Rynning
County Engineer

PBR:im
Encls.

RECEIVED
OCT 17 1958
OREGON
STATE [illegible]

NOTED
C. G. SWENSON

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

NOTED
V R [illegible]

October 13, 1958

W. C. Williams
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Attention: John F. Hagemann
Ass't. County & City Relations Engr.

Gentlemen:

With reference to your letter of September 30th concerning base design for the Butte Falls road, I wish to say that the recommended design of 11" crushed bottom course base and a 2" thick 3/4"-0" leveling course meets my approval. As a matter of fact, the suggested design is our minimum. In many places it is heavier.

Very truly yours,

Paul B Rynning

Paul B. Rynning
County Engineer

PBR:im

NOTED
JOHN D. GRAHAM

OCT 15 1958

RECEIVED
OCT 15 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. G. SWENSON

JACKSON COUNTY
PROPOSED PROJECT

[illegible] Cobleigh Rd. - Butte Falls Section
[illegible] 12-17-58)

FAS 287 - Butte Falls Section, 2.4 miles, $65,000. This section extends from approximately 2.4 miles northwest of Butte Falls, southeasterly to a point immediately east of the westerly city limits of Butte Falls.

The proposed project is to construct an asphaltic concrete pavement 20' in width and 3-1/2" thick with 4' shoulders on the grade and base being prepared by Jackson County. The existing 18' bituminous wearing surface with 2' to 3' shoulders is presently being widened with some short sections of grade change, and base and leveling course being placed on the widened and newly constructed sections by Jackson County to a roadway width of 28'. This work will be completed in time to permit contracting of the pavement in the early spring of 1959. Jackson County will furnish prints of the plan and profile and typical section of the work being performed by the county.

Funds in addition to the $65,000 programmed above are available if required.

10/23/58: Comm. approved

58-g
10/3/58

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 30, 1958

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
John F. Hagemann

Dear Mr. Rynning:

At the request of this office our soils division made soil tests and from these tests set up a base design for that section of FAS 287 from Butte Falls - West which is proposed for an FAS paving project after the county has widened and reconstructed the roadway.

The base design recommended for new work requires a minimum of 11" of crushed bottom course base and a 2" thick 3/4"-0" leveling course under 3-1/2" of asphaltic concrete. This would cover widened sections and all sections where the grade line is changed. The 3-1/2" of asphaltic concrete would be placed directly on the existing bituminous wearing surface where it has not been disturbed.

I am passing this information on to you as a guide in the county construction which will precede the FAS project for paving and shoulder rock. If you have any questions on or objections to this design, please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

NOTED
C. G. SWENSON

B. RYNNING
AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

April 10, 1958

RECEIVED
[illegible] 11 1958
ENGINEER
COUNTY & CITY RELATIONS

Mr. C. G. Swenson, Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Swenson:

I just received news that Congress has passed the 1958 Highway Bill for which, in addition to the regular program, there is a special four hundred million dollar special program to take up some of the unemployment.

No doubt the counties will receive some Federal aid as in the past. The special four hundred million dollar program must be contracted before the end of this year and completed before the end of 1959. Jackson County has three projects which could be eligible for Federal aid. Two of them are on the Table Rock Road and one on the Butte Falls Road. The one on the Butte Falls Road would begin at the intersection with the Cobleigh Road in Section 31, Township 34 S, Range 2 East, and extend 3.37 miles to the City of Butte Falls.

FAS 221

FAS 273

One section of the Table Rock Road would begin at the center of Section 25, Township 36 South, Range 2 West, thence North 2.05 miles to Rogue River; the second section to begin at the intersection with Modoc Road in Section 11, Township 36 South, Range 2 West, thence westerly and northerly 4.55 miles to the Sams Valley secondary State Highway.

[illegible]

All three of these projects would be paving jobs only. The two on the Table Rock Road could begin immediately without any sub-grade work. The section on the Butte Falls Road should have some reinforcement which the County expects to do this season, and it could be ready for Federal aid pavement sometime during this coming summer.

Because of the ease with which these projects could be put under contract with very little engineering, Jackson County would like to be considered for any Federal aid projects.

Mr. C. G. Swenson, Engineer
County and City Relations

Page 2

April 10, 1958

If you, or one of your representatives, would like to go over the roads in question, kindly advise me a day in advance, and I shall be glad to show what we have in mind.

Very truly yours,

Paul B. Rynning
County Engineer

PBR:im

315-1711 Eagle Point (N. "G" St.) 1959
Grad. & Pav. Proj.
#5439

Tg. St. Dax St Fund 52

RECEIVED
SEP -9 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 3, 1959

315-1711

5439	3 Final	Hughes & Dodd Co. & Tru-Mix Equip.Co.	
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
21823	38490	$ 500.00	9/3/59
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **60 workdays from May 1, 1959**

Time Extensions: **None of record**

Completion Date: **May 14, 1959**

Date Accepted: **May 28, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **September 4, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

C. V. Head
~~Floyd Query~~
Asst. Secretary

Warrant Mailed: SEP -8 1959
ac

NOTED ON CARD
ac

RECEIVED
AUG 26 1959

315-1711

[illegible]

August 25, 1959

Rathbone, King & Seeley
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5439 for grading and paving in Eagle Point (North "G" Street) in Jackson County, was completed by the contractor, Hughes & Dodd Co. and Tru-Mix Equipment Co., on May 14, 1959 and was formally accepted by the Highway Commission on May 28, 1959.

Final payment in the amount of $500.00 will be released to the contractor on or after September 4, 1959. The total contract amount is $6,631.00 and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Fred Gatter-Insurance
30 N. Oakdale
Medford, Oregon

NOTED ON CARD
gmc
8/25/59

RECEIVED
JUL - 1 1959
FOR FILING
[illegible]
54 1

June 30, 1959

Peerless Insurance Company
Rathbone, King & Seeley
310 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Hughes & Dodd Co., & Tru-Mix Equipment Co., on contract #5439, covering grading-paving the North "G" Street Section in Eagle Point, Jackson County.

This payment, in the amount of $2,483.03 will be released to contractor on or after July 10, 1959. The retained percentage is $500.00.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peerless Insurance Company
Fred Gatter, Insurance,
30 North Oakdale
Medford, Oregon

Form E-1-

315-1711

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 12, 1959

Section Eagle Point (No. "G"Street)

Kind of work Grade & Pave

Highway City Street County Jackson

Section prefix 315-1711-900

Contractor Hughes & Dodd Co.&Trumix Equip. Co.

Contract number 5439

Date of contract 4/16/59, 19

Specified work days 60

Date work started 4/27/59, 19

Work days used 9

Project authorization $ 9,007.88

Exclusive of engineering $ 8,367.32

Per cent of time elapsed 15 %

Estimated cost of completed project, exclusive of engineering $ 7,348.05

Estimated per cent overrun or underrun 12.18 %

Per cent of contract completed, based on total contract price 100.00 %

Engineering authorization $ 640.56

Engineering cost to date $ 717.05, 111.94 %

Date project was completed May 14, 1959

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final submitted June 9,1959. Final Report.

Note: Forn E-1 (Rev.)has not been received to date.

CONSTRUCTION DIVISION
RECEIVED
JUN 15 1959
NOTED-- CE AAE ACE COE

Signed K.D. Limbocker

Address Box 429, Central Point Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.09	0.09			0.09
Miles partially completed					
Miles completed	0.09	0.09			0.09
Total estimated quantities (contract)	280	890			240
Total quantities corrected to date	340.6	638			224.19
Estimated quantities moved or placed to date	340.6	638			224.19
Average daily quantities	170.3	290			224.19
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM E-123 9M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAY 6 - 1959
FOR FILING
315-1711
5439

A

May 5, 1959

Hughes & Dodd Company, &
Tru-Mix Equipment Company
P. O. Box 1147
Medford, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5439, awarded April 16, 1959, for grading-paving on North "G" Street in Eagle Point, Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

A

RECEIVED
APR 17 1959
FOR FILING
3-5-77
1437

April 16, 1959

Hughes & Dodd Co. and
Tru-Mix Equipment Co.
P. O. Box 246
Medford, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5439 for grading and paving on North "G" Street in Eagle Point in Jackson County.

This award was based on your bid of $8,007.00 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
MAR 27 1959

FOR FILING
325-1111

5439

March 26, 1959

Laura A. McFall, City Recorder
City Hall
Eagle Point, Oregon

Dear Madam:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Eagle Point covering the Special City Allotment project on North "C" Street in Eagle Point.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By________________________
C. W. Head, Assistant Secretary

rn
Enc.

RECEIVED
MAR 30 1959
FOR FILING

Salem, Oregon
March 26, 1959

Sp. Hit. Tax St. Funds #52

$250,000 Fund Agreement
City of Eagle Point

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of an agreement with the City of Eagle Point covering the Special City Allotment project on North "G" Street in Eagle Point.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Eagle Point.

Ass't. Secretary

rn
Attach: 1

FORM E-30 25M 9-51 92318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1959

SUBJECT: $250,000 Fund Agreement
City of Eagle Point

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on North "G" Street in Eagle Point. Two copies of the agreement have been executed by the City and are now ready for signature by the Highway Commission. Both copies require you signature of approval.

The project was approved on October 23, 1958.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham

John D. Graham
Office Engineer, County & City Relations

JDG:cg
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

10-23-58 - Min Page 32
Floyd Query

CITY OF EAGLE POINT
EAGLE POINT, OREGON

February 10, 1959

NOTED
C. G SWENSON

$250,000 - 1959

NOTED
V. R. JONES

Harold C. Ayers
Field Engineer, County & City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I received the three photostacic copies of the right-a-way deed from Medco today, which I am forwarding one copy to you as you requested and the other two copies to Mr. Merrill, Central Point, Oregon. If I can be of futher service please advise. Thanking you again, I remain

Very truly yours,

Laura A. McFall

Laura A. McFall, Recorder
City of Eagle Point
P. O. Box 164
Eagle Point, Oregon

cc:Merrill

[illegible] FEB [illegible] 1959
COUNTY [illegible]

RECEIVED
FEB 1[illegible] 1959
COUNTY & CITY RELATIONS

461485

RIGHT OF WAY DEED

KNOW ALL MEN BY THESE PRESENTS, that MEDFORD CORPORATION, a Delaware corporation, in consideration of One Dollar and other good and valuable consideration paid by CITY OF EAGLE POINT, a municipal corporation of the state of Oregon, receipt of which is hereby acknowledged, has granted, bargained, sold and conveyed and does hereby grant, bargain, sell and convey unto said city of Eagle Point, a perpetual right of way and easement for public road purposes over and across the following described real property situated in the city of Eagle Point, Jackson County, Oregon, to-wit:

> A parcel of land lying in the southwest quarter of the northeast quarter of section 3, township 36 south, range 1 west, W.M., and being a portion of that property described in that deed to Medford Corporation, recorded in book 76, page 4, and book 80, page 596 of Jackson County records of deeds; the said parcel being that portion of said property included in a strip of land variable feet in width, on each side of the center line of the relocated North "G" Street, Eagle Point, Oregon, as said street has been relocated, which center line is described as follows:
>
> Beginning at engineer's center line station 1+87.79, said station being 826.09 feet south and 1627.96 feet west of the northeast corner of D.L.C. #45; thence on a 75 foot radius curve left (the long chord of which bears S. 67° 22' 15" W.) 125.76 feet; thence S. 19° 20' W., 153.81 feet; thence on a 286.48 foot radius curve right (the long chord of which bears S. 51° 32' 30" W.) 322.08 feet to center line station 7+89.44, said center line crossing the westerly line of old North "G" Street at approximately 2+65 and said center line crosses the center line of grantor's railroad which is also the westerly city limits line of the city of Eagle Point at approximately station 6+94.
>
> The widths in feet of the strip of land above referred to are as follows:

Station to Station		Width on Easterly Side of Centerline	Width on Westerly Side of Centerline
2+40	6+20	Westerly Line of old "G" Street	35'
6+20	7+50	35'	35'

The foregoing widths shall not extend beyond the centerline of grantor's railroad on the westerly side nor beyond the west line of old North "G" Street on the easterly side.

The parcel of land to which this description applies contains 0.61 acres, of which 0 acres lie within the existing right of way, title to which hereby is acknowledged to be in the public, and 0.61 acres lie outside of the existing right of way.

This easement and right of way shall not impair the right of grantor, its successors and assigns, to use the property above described as railroad or trucking road or for any other purpose not inconsistent with the use of said easement and right of way for public road purposes.

TO HAVE AND TO HOLD said right of way and easement for the uses and purposes of grantee, its successors and assigns forever.

IN WITNESS WHEREOF, grantor has caused this instrument to be executed by its proper officers, duly authorised so to do pursuant to authority of the board of directors of grantor, all on this 30 day of January, 1959.

MEDFORD CORPORATION

By B. L. Nutting
Vice- President

(CORPORATE SEAL)

By K. E. Pickens
Secretary

[illegible]ON COUNTY, OREGON
RECORDED-~~FILED~~
Deeds
1959 FEB 9 PM 12 1[illegible]
E. M. Madden
~~[illegible]~~
CLERK & RECORDER
BY Thelma C. McIntyre

STATE OF OREGON)
) ss.
County of Jackson)

On this 30 day of January, 1959, before me appeared B. L. Nutting and K. E. Pickens, both to me personally known, who being duly sworn, did say that he, the said B. L. Nutting, is the vice president, and he, K. E. Pickens, is the secretary of Medford Corporation, the within named corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that the said instrument was signed and sealed in behalf of said corporation by authority of its board of directors and B. L. Nutting and K. E. Pickens acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

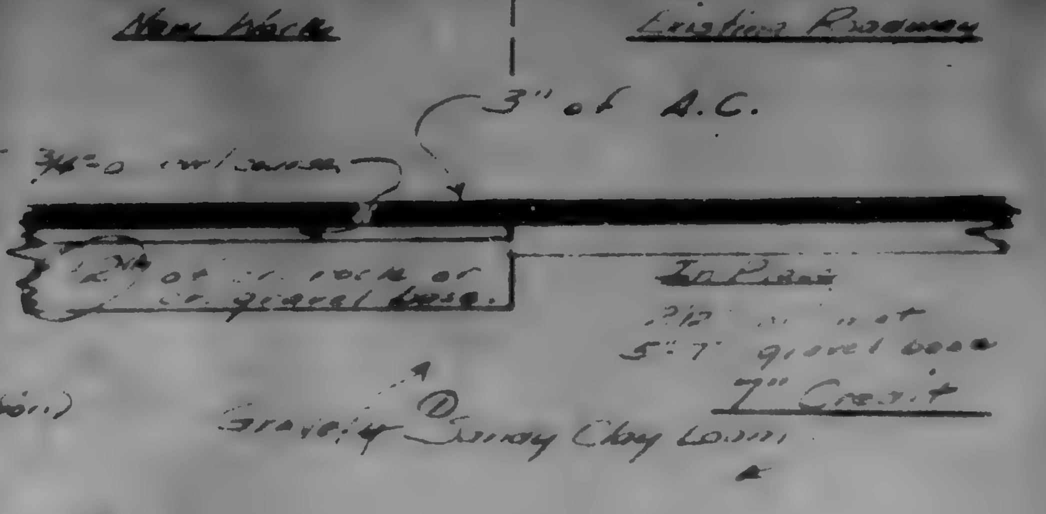
Olva Fahlen
Notary Public for Oregon
My commission expires:
MY COMMISSION EXPIRES APRIL 28, [illegible]

CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

ction *North "G" Street* Highway *Eagle Point City St.* County *Jackson* Profile *315-1424*

Engr. *W. B. Merrill* Length of Project *0.09* Miles. Sta. ______ to Sta. ______ Date ______

TYPICAL SECTIONS *Traffic Classif. - Medium-Heavy (Logging Area)*



① Typical Soil
37 LL
16 PI
29 % P 200 (27% reduction)
10 % Silt
15 % -.194
13 "R" Value

Note: The coarse crushed base has been increased 25% due to the high LL & PI on the typical soil.

Use 12"

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base: Exist. Surf. Allow.	Designed Wear: New Work	
			3	A.C.
			2	[illegible]
			12	[illegible]
14½			17	
Over Existing Roadway				
			3	A.C.
			4½	
		7		
14½			14½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
② Test of existing base.	469197	2.74	Gravel	1½"	60.2	14.9	14.0	—	24	2	

Suitable material source to be determined by the Engineer.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by *[illegible]*
Soils Assistant
[redacted]

Recommended by *[illegible]*
Construction Engineer

Recommended by *[illegible]*
Engineer of Materials

Approved by *[illegible]*
Deputy State Highway Engineer

CITY OF EAGLE POINT
EAGLE POINT, OREGON

February 3, 1959

RESOLUTION NO. 34

WHERAS THE STATE OF OREGON, Acting by and through its STATE HIGHWAY COMMISSION, has caused to be prepared and submitted to the CITY OF EAGLE POINT, OREGON An agreement providing for the improvement of North "G" Street from West Main Street to the Medco Railroad right-of-way a distance of approximately 0.09 mile, within the said City by the terms of which agreement the State is to pay the costs not to exceed $20,000 and the City is to pay all costs in excess of $20,000 as its share of the total cost of such improvement; and whereas said agreement as submitted has been read in full to the Council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City of Eagle Point, Oregon that the Mayor and Recorder are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing Resolution was duly adopted by the Council of the City of Eagle Point, Oregon on the 3rd day of February, 1959.

J Ed Putman
J. ED PUTMAN, MAYOR

ATTEST:

Laura A. McFall
LAURA A. McFALL, RECORDER

28
(1959).

Eagle Point

Preliminary Estimate

N. "G" St from W. Main St to ~~Existing City limits~~ RR right of way at crossing, a distance of approximately 0.09 mile.

Reshape curve, place base rock, leveling course and 3" asphaltic concrete pavement 20' width.

General Excavation	100 Cuyds	$1.00	$100.00
Coarse Crushed Material	700 Cuyds	3.50	2450.00
3/4"-0 crushed base & shoulders	90 Cuyds	4.50	405.00
Sprinkling	20 M/g	4.00	80.00
Class "B" asphaltic Concrete	220 tons	12.00	2640.00
Prel Est of Const Cost			$5675.00
12½% E & C			709.38
Survey			250.00
			$6634.38

Total Est $6700.00

$250,000 (59) Eagle Point

Investigated condition and use of the short section of N. "G" Street and contacted Mr. Willard Cave.

This short section 0.09 mile is in very poor condition and is receiving excessive wear due to very heavy and unusual industrial traffic, log trucks by the dozens.

Mr. Cave said City would like to have the curve at W Main & "G" Streets widened and balance of street rebuilt.

Believe we should recommend this project.

H Eyers.

✓

28

Eagle Point

0.09 miles

The short section of Main + "G" St are in Very poor Condition and is receiving excessive wear due to Very heavy + unusual industrial traffic log trucks + other Vehicles in great numbers

Project Certainly qualifies
"G" Street from Main Street to R.R Crossing 0.09

Excavation	100 cyd	1^{00}	100.00
Coarse Crushed	700 cyds	3^{50}	2450.00
3/4"-0	90 cyds	4^{50}	405.00
Sprinkle	40 mg	4^{00}	160.00
Class B ac	220 tons	12^{00}	2640.00
			5755.00
			719.38
			200.00
	6700^{00}		6674.38

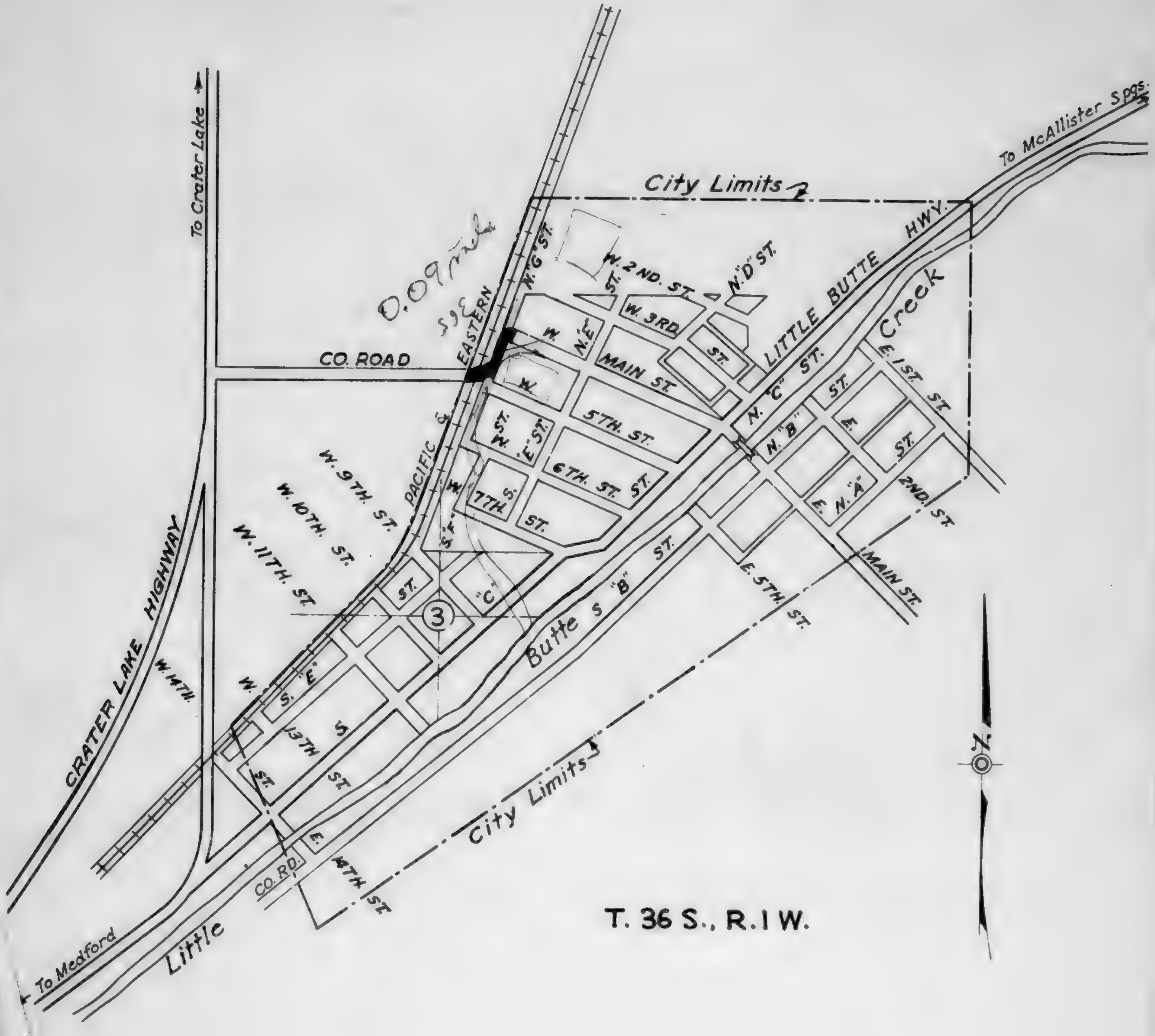
2580^{0} / 200^{00}

Willard ~~[illegible]~~ Cave

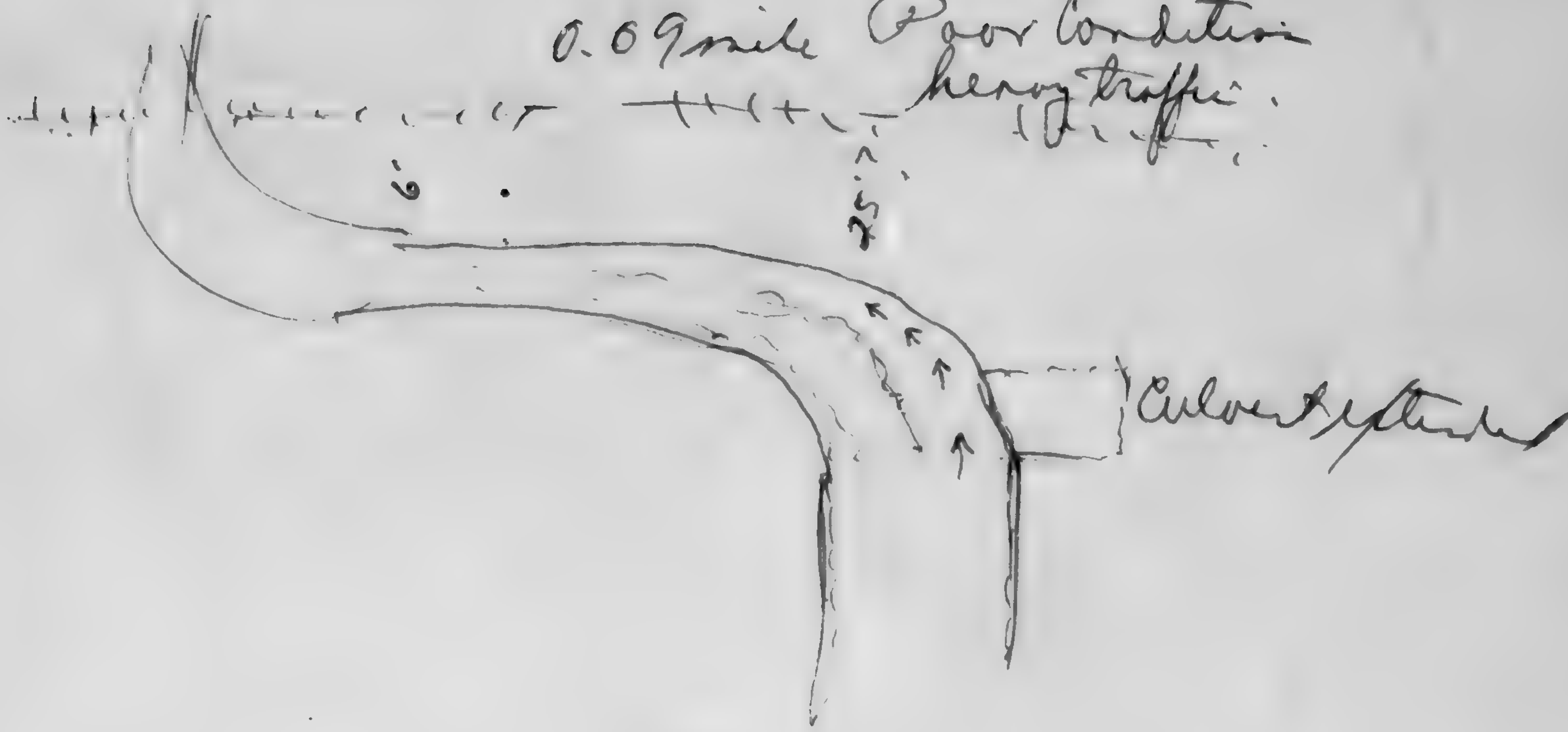
#58

EAGLE POINT

Scale: 1" = 800'



Rev. 4-1-52


0.09 mile Poor Condition
heavy traffic
6'
25'
Culvert extended

12-29-58

RECEIVED
JAN

315-1711

5439

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
NORTH "G" STREET (P. & E. RY. to W. MAIN STREET)
CITY OF EAGLE POINT
JACKSON COUNTY

The following prospectus is submitted in regard to North "G" Street in Eagle Point. The westerly terminus is at the westerly right of way boundary of the Pacific and Eastern Railway. The easterly terminus is at the intersection of North "G" Street with West Main Street. The overall length of the project is 0.09 mile.

This will be a location survey for the purpose of preparing grading, surfacing and paving plans for a section of North "G" Street in Eagle Point. Reconnaissance is not necessary. There are no special drainage problems. An economic analysis is not needed at this time.

Plans call for curve revision at the railroad crossing and grading, surfacing and paving the project. The typical section will consist of two 10-foot running lanes with 4-foot shoulders. The base design by G. L. Decker is:

Asphaltic Concrete Base and Wear	3"
Level Course	1½"
Base Course	10½"

Adequate quantities of material are available from local sources.

There are no State Parks affected by the project.

December 29, 1958

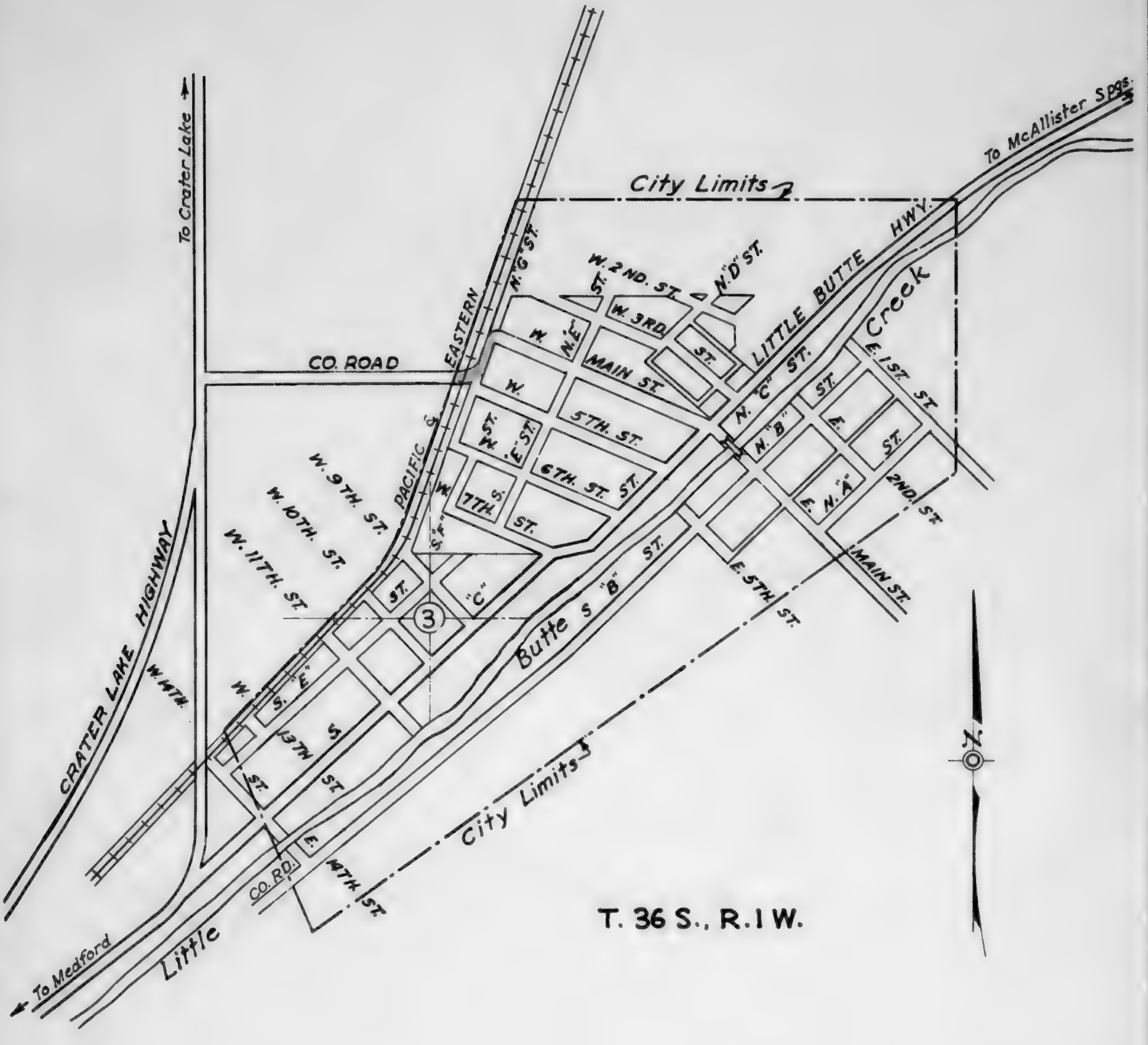
Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan (2)
W. B. Merrill
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
JAN 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER

EAGLE POINT

Scale : 1" = 800'



Rev. 4-1-52

No. 28

6-3-58

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of EAGLE POINT, OREGON is an incorporated city of the State of Oregon, and has a population of 711, as given by the latest official census, and

WHEREAS, the following streets of said city, WEST END OF MAIN

Form cc-50 (1953 Rev.)
Special City Allotment

STREET. THE CURVE ON WEST MAIN STREET TO THE MEDFORD CORP. RAILROAD

CROSSING.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

WEST END OF MAIN STREET NOW HAS THE DRAINAGE TUBE EXTENDED ACROSS

THE STREET ENABLING US TO WIDDEN THE PRESENT CURVE. IT NOW NEEDS

GRADING AND PAVING.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of EAGLE POINT does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate WILLARD CAVE as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 3 day of JUNE, 19 58.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - -

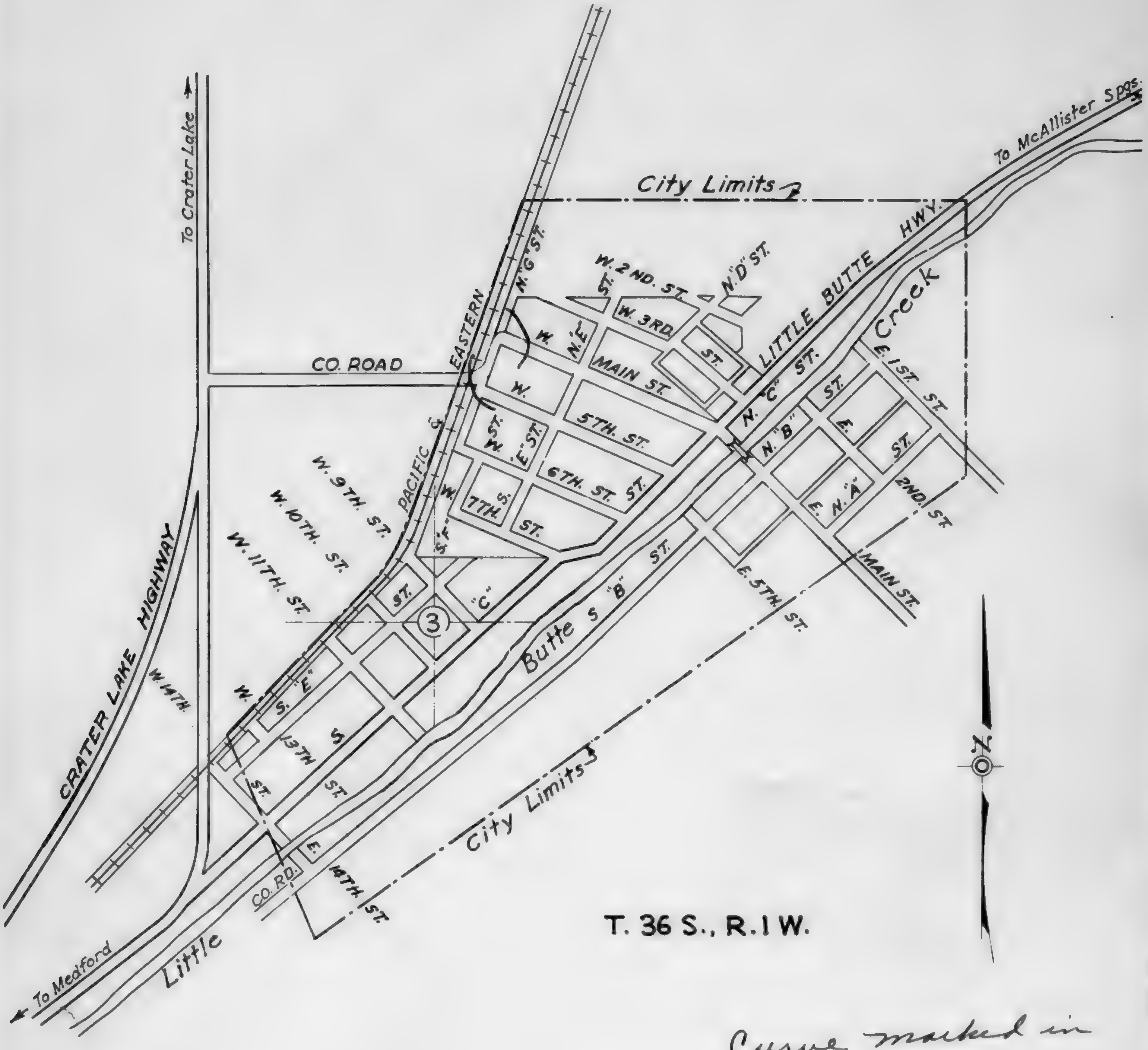
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of EAGLE POINT at a regularXXXXXXXXXX meeting of said Council, held on the 3 day of JUNE, 19 58, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 4 day of JUNE, 19 58.

Laura A. McFall
LAURA A. MCFALL, City Recorder

EAGLE POINT

Scale : 1" = 800'



Curve marked in red

Rev. 4-1-52

315-1712 Central Point (Oak St.) 1959
Grad. & Pav. Proj.

#5440

Sp. St Tax St Fund # 6

RECEIVED
SEP [illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

September 4, 1959

315-1712

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5440	3 Final	M. C. Lininger & Sons	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21827	38494	$500.00	9/3/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **60 workdays from May 1, 1959**

Time Extensions: **None of record**

Completion Date: Mon **May 22, 1959**

Date Accepted: **May 28, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **September 4, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

C. W. Heal
~~Floyd Query~~
Asst. Secretary

Warrant Mailed: SEP - 8 1959
LC

NOTED ON CARD
lc

RECEIVED
AUG 26 1959
FOR FILING

35-1112

5440

August 25, 1959

Hansen & Rowland, Inc.
611 Henry Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5440 for grading and paving in Central Point (Oak Street) in Jackson County, was completed by the contractor, M. C. Lininger & Sons, on May 22, 1959 and was formally accepted by the Highway Commission on May 28, 1959.

Final payment in the amount of $500.00 will be released to the contractor on or after September 4, 1959. The total contract amount is $13,450.41, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there by any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Maryland Casualty Co.
Baltimore 3, Maryland

NOTED ON CARD

JMC
8/25/59

Form E-1-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 26, 1959

Section Central Point (Oak Street)

Kind of work Grade & Pave

Highway City Street County Jackson

Section prefix 315-1712-900

Contractor M.C. Lininger & Sons

Contract number 5440

Date of contract 4/16/59, 19

Specified work days 60

Date work started 5/4/59, 19

Work days used 15

Project authorization . . . . . $ 16,009.31

Exclusive of engineering . . . . $ 14,870.87

Per cent of time elapsed 25 %

Estimated cost of completed project, exclusive of engineering . . . . $ 14,386.27

Estimated per cent overrun or underrun . . . . 3.26 under %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 1138.44

Engineering cost to date $ 1140.22, 100.16 %

Date project was completed May 22, 1959

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semifinal to be submitted Monday June 27. FINAL REPORT.

NOTED [illegible]

NOTED
M. N Juve

NOTED
C. E. [illegible]

CONSTRUCTION DIVISION
RECEIVED
JUN 29
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ADE ACE [illegible] C.

Signed K. D. Limbocker
K.D. Limbocker

Address Box 429, Central Point

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.20	0.20			0.20
Miles partially completed					
Miles completed	0.20	0.20			0.20
Total estimated quantities (contract)	1500 CY	1400Cy			790 T
Total quantities corrected to date	1156.9 CY	1492 CY			710.15 T
Estimated quantities moved or placed to date	"	"			"
Average daily quantities	260	659			355
Average daily quantities necessary to complete project on time	0	0			0
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

A

RECEIVED
MAY 6 - 1959
FOR FILING
215-1712
5440

FORM E-123 SH

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 5, 1959

M. C. Lininger & Sons
P. O. Box 1386
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5440, awarded April 16, 1959, for grading-paving Oak Street in Central Point, Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

A

RECEIVED
APR 27 1959
FOR FILING
315-1712

5440

April 16, 1959

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5440 for grading and paving in Central Point (Oak Street), Jackson County.

This award was based on your bid of $14,230.50 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
MAR 27 1959
FOR FILING
315-1712

5440

March 26, 1959

Lyle Paull, City Recorder
City Hall
Central Point, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Central Point covering the Special City Allotment project on Oak Street in Central Point.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

rn
Enc.

RECEIVED
MAR 30 1959
FOR FILING

Salem, Oregon
March 26, 1959

Sp. State Tax St. Funds #6

$250,000 Fund Agreement
City of Central Point

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of an agreement with the City of Central Point covering the Special City Allotment project on Oak Street in Central Point.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Central Point.

Ass't. Secretary

rn
Attach: 1

FORM E-30 25M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1959

SUBJECT: $250,000 Fund Agreement
City of Central Point

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Oak Street in Central Point. Two copies of the agreement have been executed by the City and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on October 23, 1958.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham

J. D. Graham
Office Engineer, County & City Relations

JDG:cg
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-23-58 Min Page 31
Floyd Query
Secretary

ORDINANCE NO. 488

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF Central Point, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF Oak St. from Seventh to Freeman Road, A DISTANCE OF APPROXIMATELY 0.20 MILES AND DECLARING AN EMERGENCY.

Whereas the City of Central Point, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision or ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of Oak Street from Seventh Street to Freeman Road, a distance of approximately 0.20 mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $20,000 and the City of Central Point to pay all cost in excess of $20,000, the City of Central Point does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Central Point, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Oak Street and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1959 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Central Point, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated Feb. 25, 1889.

AYES 5

NAYES None

Submitted to and approved by the Mayor the 2nd day of March, 1959

By F. W. Mason
Mayor

ATTEST:
Lyle Paull
City Recorder

COUNCIL MEETS
FIRST MONDAY OF EACH MONTH

CITY OF CENTRAL POINT
148 Pine Street NOrmandy 4-1201
CENTRAL POINT, OREGON

NOTED
C. G. SWENSON

February 25, 1959

NOTED
V. R. JONES

Mr. C. G. Swenson
Engineer, County and City Relations
State of Oregon
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

We are unable to get enough councilmen together for a meeting until our regular meeting March 3, therefore, we cannot act on the new agreement regarding the reconstruction on Oak Street.

I will get this agreement in the mail after the meeting of March 3, so it should reach you not later than the fifth (5) of March.

Respectfully yours,

Lyle Paull,
City Administrator

LP/lt

RECEIVED
FEB [illegible] 59

Central Point (Oak St) [illegible]
Grading and Paving

ESTIMATE

C Layton
2/25/59

Item No	Item 2-24-59	Quantity	Unit Price	Amount
1	General Excavation, Unclassified	1500 Cu Yd	1^{00}	$ 1500-
2	Coarse Crushed Material in Base	1050 "	3^{50}	3675-
3	3/4"-0 Material in Base	350 "	4-	1400-
4	Sprinkling	35 M-Gals	4-	140-
5	Preparation of Base	0.20 Mile	2000-	400-
6	3/4"-0 Material in Binder Course	45 Cu Yds	4^{50}	202^{50}
7	RC-3 Asphalt	7 Tons	70-	490-
8	Class "B" Asphaltic Concrete	790 "	10-	7900-
9	Extra For Paving Approaches	3 Only	30-	90-
				$ $15,797^{50}$
			[illegible] %	1974^{69}
				$ $17,772^{19}$

NOTED
V. R. JONES

NOTED
Harold C. Ayers

February 18, 1959

Mr. Lyle B. Paull
City Administrator
Central Point, Oregon

NOTED
John F. [illegible]

Dear Mr. Paull:

The State Highway Commission plans to call for bids in the near future for the construction project on Oak Street. Enclosed are three copies of an agreement covering this project. The agreement is in accordance with the Special City Allotment project as requested by the City and approved by the State Highway Commission.

Will you please have the City Council pass an ordinance or resolution, as the case may be, similar to the enclosed samples authorizing the Mayor and Recorder to sign the agreement. Please include a copy of this instrument with the signed copies of the agreement.

As the contract cannot be awarded until the signed agreement is in our hands, will the Mayor and Recorder please sign the attached agreement, have the signatures attested by a third party, stamp with the city seal, and return all three signed copies to this office prior to March 5, 1959. After signature by the State Highway Commission, a fully executed copy of this agreement will be returned for the City's records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

Received
3-5-59

HCA:cg
Encl.

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
February 18, 1959

Central Point
Special City Allotment Project
Oak Street

Mr. Tom Edwards
OFFICE

Attention: Mr. E. Pease

NOTED
John F. Hagemann

We hand you the field data on subject project with the following changes:

Due to base requirements, which cannot be met, due to water mains now in place, please drop Bingham Drive from the project and prepare only Oak Street for contract.

C. G. Swenson
Engineer, County & City Relations

By

H. C. Ayers
Field Engineer, County & City Relations

HCA:cg
cc: Mr. F. Hall
Mr. V. G. O'Neil

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

[illegible]

NOTED
Harold C. Ayers

February 18, 1959

NOTED
John F. [illegible]

Mr. Lyle B. Paull
City Administrator
Central Point, Oregon

Dear Mr. Paull:

In reply to your letter of February 11, 1959, regarding the proposed project on Bingham Drive, we have rechecked with our Construction Division and they do not believe that there would be sufficient base material left on this street after removal, to allow an asphaltic concrete wearing surface to be placed to match the existing gutter line. In view of this, we proposed to drop Bingham Drive from the project and reconstruct Oak Street only.

We are sending you, under seperate cover, an agreement covering Oak Street which we ask the Council to act on, and request that you return the previous agreement signed on the 18th day of December covering both Bingham Drive and Oak Street.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

HCA:cg
cc: Mr. D. J. Barbee

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

COUNCIL MEETS
FIRST MONDAY OF EACH MONTH

CITY OF CENTRAL POINT
148 Pine Street NOrmandy 4-1201
CENTRAL POINT, OREGON

February 11, 1959

Mr. C. G. Swenson
Engineer, City and County Relations
Salem, Oregon

Dear Sir:

After looking over the estimates of the Engineering Department, and noting the amount of the depth of the excavation, we find that this would be impossible on Bigham Drive.

Our water and sewer mains run the length of the street, and are so shallow from the previous cut made when the curbs were put in, that we would be unable to cut that much more.

Would you consider putting the asphalt surface on the existing base on Bigham Drive? The City would assume all responsibility for future condition and maintainence of this street. Regardless, whether we get help from you on Bigham Drive, or if the City has to do this work later, we will still have to put the surface on the existing grade.

We hope you will consider this, and if possible put on the asphalt surface.

Respectfully yours,
Lyle Paull
Lyle Paull,
City Administrator

LP/lt

RECEIVED
FEB 17 1959

NOTED
C. G. SWENSON

February 9, 1959

NOTED
Harold C. Ayers

Mr. Lyle B. Paull
City Administrator
Central Point, Oregon

NOTED
John F. Hagemann

Dear Mr. Paull:

The engineering work and field estimate have been presented to this office for approval. This has been submitted as discussed by you and Mr. H. C. Ayers, of this office, on January 21, 1959.

The estimated cost on excavating the present material and placing base rock, leveling course and 3" asphalt paving is as follows:

Bingham Drive	$ 8,500.00	
Oak Street	18,000.00	
Total Estimated Cost	26,500.00	(approximately)

As you have been advised, the State will pay costs not to exceed $20,000 and the city is to pay all costs in excess of $20,000. Will you please advise this office as soon as possible whether the city wishes to proceed with a project on both Bingham Drive and Oak Street or wishes to drop Bingham Drive from the proposed project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

CGS:cg

RECEIVED
JAN 5 - 1959
FOR FILING

315-1712

5140

January 2, 1959

Mr. Lyle Paull, City Recorder
City Hall
Central Point, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Central Point covering the Special City Allotment project on Oak Street and Bingham Drive in Central Point.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

file

RECEIVED
JAN 6 - 1959
FOR FILING

Salem, Oregon
January 2, 1959 Sp. State [illegible] #6

$250,000 Fund (1959) Agreement
City of Central Point

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attached is a conformed copy of an agreement with the City of Central Point covering the Special City Allotment project on Oak Street and Bingham Drive in the City of Central Point.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Central Point, Oregon.

Secretary

rn
Attach: 1

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1958

SUBJECT: $250,000 Fund (1959) Agreement
City of Central Point

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Oak Street and Bingham Drive in Central Point.

Three copies have been executed by the city and are now ready for signature by the Highway Commission. Two copies require your signature of approval.

This project was approved by the Highway Commission on October 23, 1958.

C. G. Swenson
C. G. Swenson
County & City Relations Engineer

HCA:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Dec. 19, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-23-58 Min. Page 31
Lloyd Query
Secretary

RECEIVED
JAN 13 1959
FOR FILING

315-1712

5440

12-30-58

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
OAK STREET (7TH STREET and FREEMAN ROAD)
and
BIGHAM DRIVE (OAK STREET to PINE STREET)
CITY OF CENTRAL POINT
JACKSON COUNTY

The following prospectus is submitted in regard to sections of Oak Street and Bigham Drive in Central Point. The westerly terminus of the Oak Street section is at the easterly curb line of 7th Street; the easterly terminus is at the westerly edge of pavement of Freeman Road. The northerly terminus of the Bigham Drive section is at the southerly curb line of Pine Street; the southerly terminus is at the northerly curb line of Oak Street. The combined overall length of the project is 0.32 mile.

This will be a location survey for the purpose of preparing plans for placing level course and paving. Reconnaissance is not necessary. Soils investigation has been made. There are no special drainage problems. An economic analysis is not needed at this time.

Oak Street will be a 36-foot curbed street section and Bigham Drive will be a 30-foot street section, curbed and guttered. Paving and leveling design, approved and final, by G. L. Decker is:

A. C. Base and Wear	3"
3/4"-0 Level Course	2"

(Six inch credit given for gravel base placed by city.)

Adequate quantities of material are available from local sources.

There are no State Parks affected by this project.

December 30, 1958

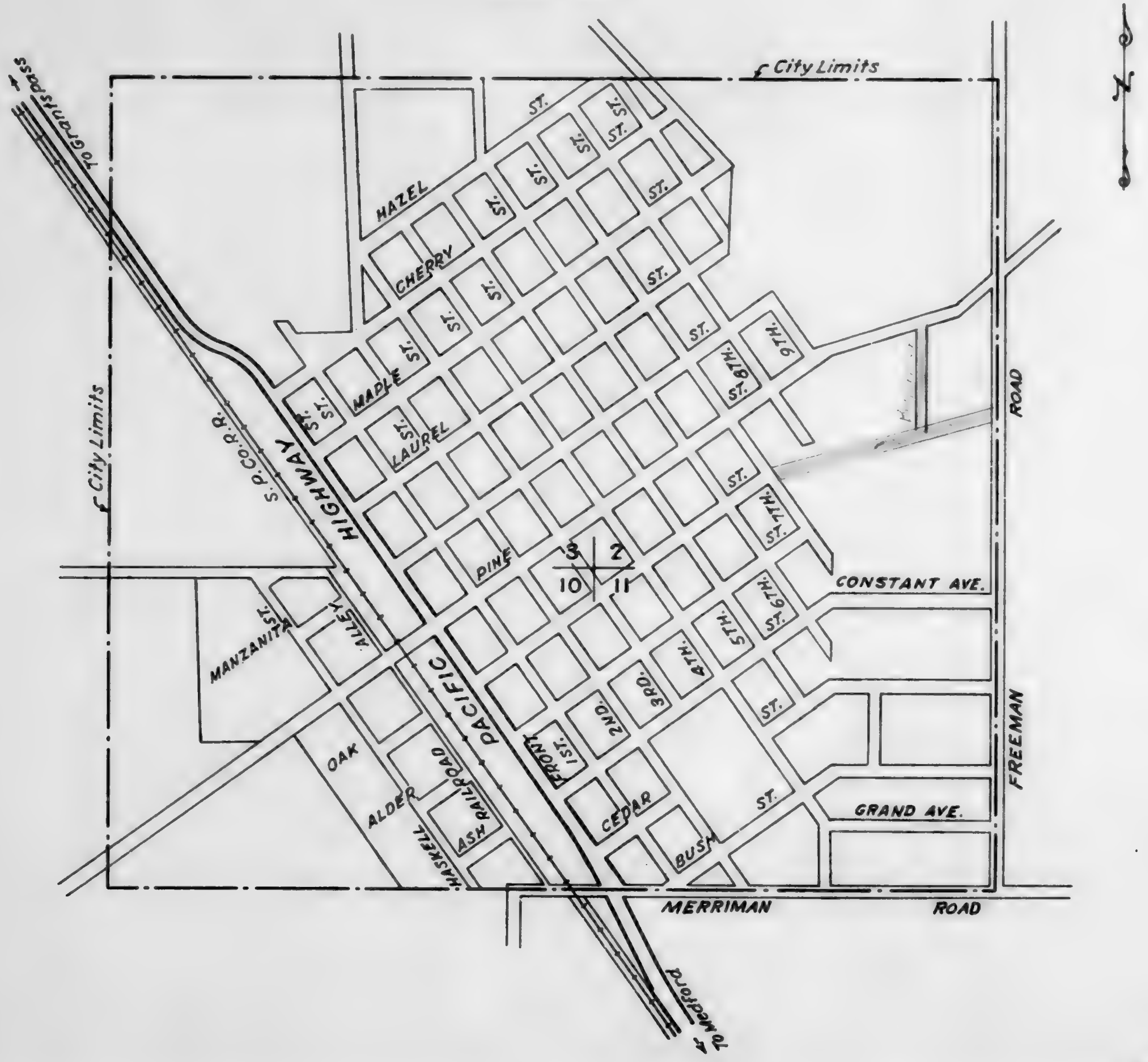
Attachment

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan (2)
W. B. Merrill
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
JAN 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER

CENTRAL POINT

Scale 1"=800'



Rev. 8-24-'49
Rev. 8-5-'46 6.

[illegible]TED
[illegible]

NOTED
John [illegible] Hagemann

[illegible] 1959 $250,000
Central Point

ORDINANCE NO. 485
12-18-58

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF CENTRAL POINT, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF OAK STREET FROM SEVENTH STREET TO FREEMAN ROAD, AND BINGHAM DRIVE FROM OAK STREET TO PINE STREET ________, A DISTANCE OF APPROXIMATELY 0.32 MILES AND DECLARING AN EMERGENCY.

Whereas the City of Central Point, Oregon, has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision or ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of Oak Street from Seventh Street to Freeman Road, and Bingham Drive from Oak Street to Pine Street a distance of approximately 0.32 mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $20,000 and the City of Central Point to pay all cost in excess of $20,000, the City of Central Point does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Central Point, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Oak Street and Bingham Drive
and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1959 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Central Point, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated 12/18/58.

AYES Bigham, Chisum, Gleason, Sopbury Setness

NAYES ______

Submitted to and approved by the Mayor the 18th day of December, 1958.

By Donald E Faber
Mayor

ATTEST:

Lyle Paull
City Recorder

NOTED
V. R. JONES

September 29, 1958

NOTED
Harold C. Ayers

Mr. Lyle Paull
City Recorder
P. O. Box 515
Central Point, Oregon

NOTED
[illegible]

Dear Mr. Paull:

I am replying to your letter of September 26 regarding the city's application for a paving project on Bigham Drive and Oak Street. The 1959 Special City Allotment program will be submitted to the Highway Commission at the October meeting and as soon as possible after the meeting we will notify you as to the Commission's action.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

COUNCIL MEETS
FIRST MONDAY OF EACH MONTH

CITY OF CENTRAL POINT
P. O. BOX 515 - TELEPHONE NO 4-2424
CENTRAL POINT, OREGON

Sept. 26, 1958

Stat highway Commission
Salem, Oregon

Mr. Harold C. Ayers
Dear Sir:

I would appreciate knowing if the Highway department has acted on the request from the City of Central Point for aid in putting an asphalt surface on Bigham Drive from Pine to Oak st. and on Oak st from 7th to Freeman road. The application we filled out was for the small city aid. I didn't get to see you the last time you were in Central Point, and as a number of people in those areas have inquired I thought I had better write about it.
We hope the report will be favorable.

Respectfully Yours

Lyle Paull
City Recorder

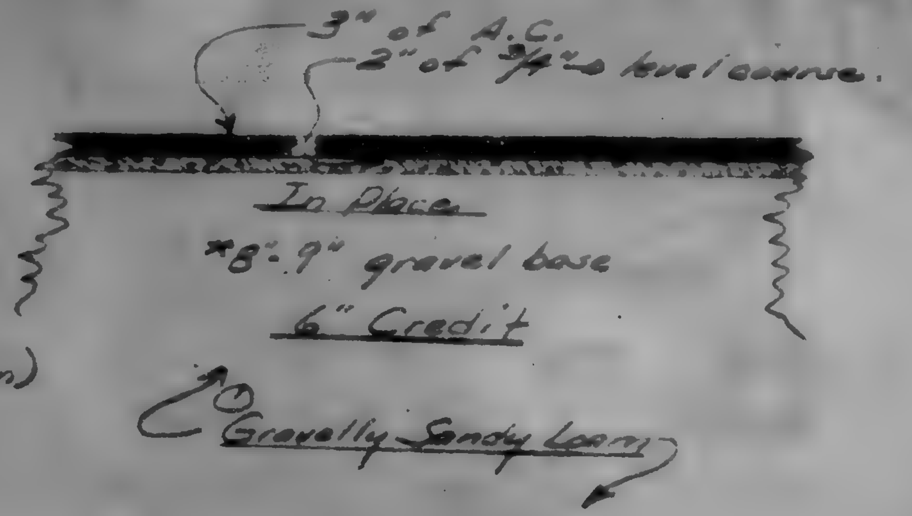
RECEIVED
SEP 29 1958
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

W. E Oak St. Highway City of Central Point County Jackson Prefix

Length of Project ____ Miles. Sta. ____ to Sta. ____ Date 8-22-58

TYPICAL SECTIONS Traffic Classif. from Ayers (County-City) Light



8-22-58

F-20 (25% reduction)

14

04

Same

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base: Exist. Surf. Allow.	Designed Wear: New Work	
			3	A.C.
		6	2	Level
9½			11	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 1/4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Material source to be determined by the Engineer											
existing base	455994	2.67	Cr. Gravel	3"	63.1	19.1	--	--	18	0	

State Highway Engineer
Engineer
Materials
Engineer

Submitted by G. T. Decker
Soils Materials [redacted]

Recommended by
Construction Engineer

Recommended by W. W. Kerr
Engineer of Materials

Approved by
Deputy State Highway Engineer

Central Point

Contacted Mr. Lyle Paul and investigated condition and use of Oak Street & Bingham Drive in Central Point.

There has been a very heavy sudden increase in population in the area as is evidenced by the many new homes in the vicinity of these streets which have become arterial in nature. City has had a 23% increase in last seven years.

City is in the process of or have placed curbs & gutters leaving a 35' width. (~~base will no doubt have to be strengthened~~
8-5-58 have finished curbs & base)

Believe we should recommend a project on these two streets.

HGG.

✓

710.13

FORM E-188

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

April 4, 1958

NOTED
Harold C. Ayers

Mr. Lyle Paull
City Recorder
Central Point, Oregon

NOTED
V R [illegible]

NOTED
John [illegible]

Dear Mr. Paull:

This is to acknowledge receipt of a resolution adopted by the City of Central Point requesting aid from the annual $250,000 Special City Allotment fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 195~~8~~9 program.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
C. G. Swenson
Engineer, County and City Relations

CGS:mm

NOTED
C. G. SWENSON

RECEIVED
APR 3 1958
ENGINEER
COUNTY & CITY RELATIONS

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Central Point is an incorporated city of the State of Oregon, and has a population of 2,146, as given by the latest official census, and

WHEREAS, the following streets of said city, need to

Form cc-50 (1953 Rev.)
Special City Allotment

surfaced with a permanent type surface.

Jewett St.,-Bigham Dr. from Pine to Oak Sts.,

Oak St. from 7th to Freeman Rd.

Bush St., Front to 4th.

Jewett st., Bigham Dr. and Oak st., are new dwelling areas. Bush St., is used for school busses and other heavy traffic.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Jewett Street

Bigham Drive- Pine St. to Oak St.

Oak St.-7th to Freeman Road

Bush-Front street to Fourth Street.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Central Point does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Lyle Paull City Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 31st day of March, 1958.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - -

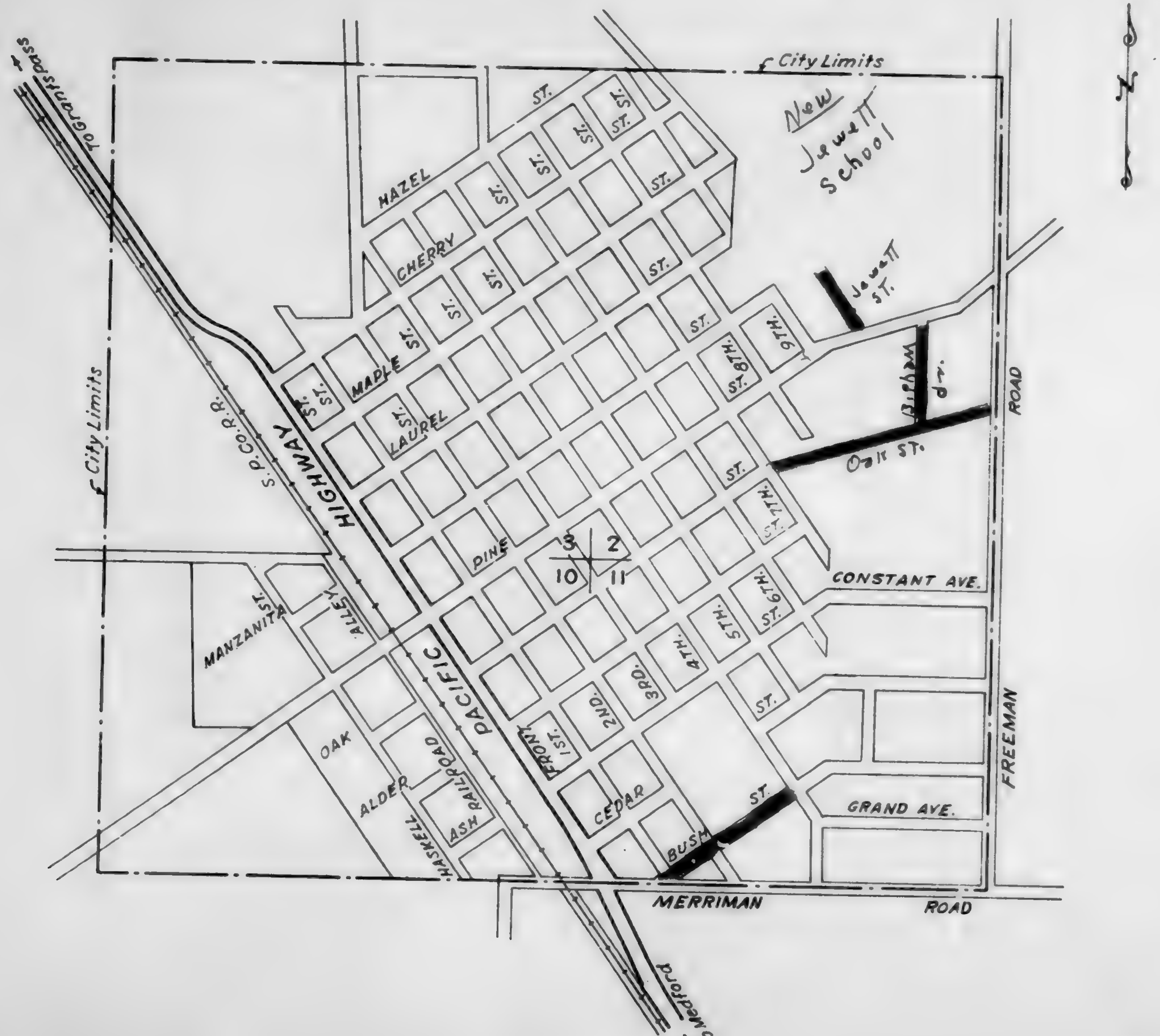
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Central Point at a regular or special meeting of said Council, held on the 31st day of March, 1958, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 1st. day of April, 1958.

Lyle Paull
City Recorder

CENTRAL POINT

Scale 1"=800'



Rev. 8-24-'49
Rev. 8-5-'46 6.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

February 17, 1958

Mr. Lyle Paull
City Recorder
148 Pine Street
Central Point, Oregon

NOTED
John F. Hagemann

Dear Mr. Paull:

Enclosed are two copies of the form you requested for application for a city street project.

Please fill out the enclosed resolution, have it adopted by the city, and return one signed copy to this office. The application will be investigated and presented to the Highway Commission for consideration in programming the allocation of the 1959 fund. Please be advised, however, that the application must be received in this office on or before July 1, 1958, in order to be eligible for consideration in the 1959 program. An early submission of the application would be appreciated.

There are no other funds available for work on city streets which are not a part of the state highway system excepting, of course, the city's portion of the State Tax Street Fund which is allocated directly to the city.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Encl.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

COUNCIL MEETS
FIRST MONDAY OF EACH MONTH

CITY OF CENTRAL POINT
~~P. O. BOX 615~~ - TELEPHONE NO ~~[illegible]~~ 41201
148 Pine CENTRAL POINT, OREGON

Feb. 14, 1958

State of Oregon Highway Department
Salem, Oregon

Dear Sirs:

I have been instructed by the Common Council of the City of Central Point to write your Department requesting a form to fill for aid granted to small cities on qualified street improvement projects. We have several streets that we feel might qualify this year.

We would also like to know if any money from this or other state highway fund might be available for a street surfacing program. We hope to surface all of the streets in the city this coming year, that is this summer. We might have trouble in financing such a program alone, and as our streets will have to be resurfaced with gravel if not oiled, we hope to get what ever funds might be available. Please advise us regarding this request.

Respectfully Yours,

Lyle Paull
~~City~~ Recorder

Anderson

RECEIVED
FEB 17 1958
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

15-8314 Ashland-Calif. State Line 1959
#5441 Rock Prod. Proj.

RECEIVED
0
FOR FILING

March 14, 1960

NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS
Rock Production

Ashland-California State Line
Contract No. 5441
Contractors: Hughes & Dodd and Tru-Mix Equip. Co.
Resident Engineer: K. D. Limbocker

Pacific Hwy.
Prefix 15-8314-201(44)

Item 5441	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
2-1/2"-0 Mat'l in Stockpile	3,258.7	Cu. Yd.	2.70	2.54	8,273.70	8,798.49
3/4"-0 Cr. Mat'l in Stockpile	1,568.6	Cu. Yd.	3.15	2.96	4,646.08	4,941.09
1/2"-1/4" Cr. Mat'l in Stockpile	1,316.6	Cu. Yd.	3.80	3.57	4,704.42	5,003.08
1/4"-#10 Cr. Mat'l in Stockpile	291.1	Cu. Yd.	4.75	4.47	1,300.01	1,382.73
1/4"-0 Cr. Mat'l in Stockpile	3,182.4	Cu. Yd.	4.20	3.95	12,568.32	13,366.08
Haul Adj. favor of State	181.8	Yd. Mi.	0.10			-18.18
					$ 31,492.45	$ 33,473.29

Gross Revenue	$ 33,473.29
Total Cost	31,492.45
Net Profit	$ 1,980.84

Net Profit equals 5.9% of Gross Revenue

RECEIVED
1 1960
OFFICE OF
ENGINEER

DETAIL OF COST - Contract No. 5441

Labor:		
Labor	$ 13,167.35	
Labor Insurance	1,079.92	
Health and Welfare	312.26	
Pension	41.50	$ 14,601.03
Equipment Rental and Miscellaneous Expense:		
Equipment Rental, Owned	8,834.75	
Equipment Rental, Hired without Operator	320.00	
Equipment Rental, Hired Operated	2,632.08	
Gas, Oil and Grease	2,526.41	
Bond	195.90	
Freight and Postage	793.44	
P.U.C. Fees	43.20	
Home Office and General Overhead	1,554.64	16,895.42
TOTAL COST		$ 31,496.45

BREAKDOWN OF CRUSHING COSTS - Contract No. 5441

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	9,617.4	Cu. Yd.	3,077.56	0.3198
Load and Feed Crusher	9,617.4	Cu. Yd.	7,926.16	0.8241
Crush	9,617.4	Cu. Yd.	15,421.08	1.6034
Haul to Stockpile	9,617.4	Cu. Yd.	4,164.32	0.4330
Stockpile	9,617.4	Cu. Yd.	903.31	0.0939
	9,617.4	Cu. Yd.	$ 31,492.45	$ 3.2743

Total Crush = 9,617.4 Cu. Yd.

Total Crushing Time = 216 Hours

Average Crush per Hour = 44.5 Cu. Yd.

Remarks - Contract No. 5441

This was a "State Project" located on the Pacific Highway in Jackson County. The northerly end of the project was at the south city limits of Ashland and the southerly end of the project was at the Oregon-California State Line. The overall length of the project was 15.32 miles.

The work to be done under the contract consisted of the furnishing of approximately 9,300 cubic yards of crushed material in stockpiles for later use by the State in connection with maintenance operations on the Ashland-California State Line section of the Pacific Highway in Jackson County.

The project was bid by Hughes and Dodd Co., and Tru-Mix Equipment Co., on March 24, 1959 and was awarded to them on April 16, 1959. The contractor began moving in and setting up on June 8, 1959 and began crushing on June 17, 1959. He completed the project on July 31, 1959.

On June 8, 1959, the contractor moved in his 3-crusher crushing plant at the State controlled quarry located on the westerly side of and approximately 0.2 mile from the highway at mile point 336.3.

He began crushing on June 17, 1959. In this work he used a D-7 cat with dozer and ripper to loosen and push the material to a 955 cat loader (1-1/2 cubic yard scoop) with which he loaded two 5-cubic yard trucks to feed the crusher. He hauled the crushed material to the stockpiles with a 5-cubic yard truck and three hired 8-cubic yard trucks. The piles were shaped with a rented case 600 tractor with a dozer.

The contractor, having good equipment, good supervision and fair bid prices made a fair profit.

M.N. Juve
Chief Cost Analyst

By

F.W. Sugnet

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 3, 1959

15-8314		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5441	4 Final	Hughes & Dodd Co. and Tru-Mix Equipment Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
29424	110729	$1,015.03	12-1-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweska
ACCOUNTING DIVISION

Specified completion date: ~~XXXX~~ 65 workdays from May 1, 1959

Time Extensions: None of record

Completion Date: July 31, 1959

Date Accepted: August 13, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: December 3, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: [illegible] dc

[illegible]
dc

RECEIVED
NOV 23 1959
FOR FILING

[illegible]

5441

A

November 20, 1959

Peerless Insurance Company
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5441 for the Ashland-California State Line Rock Production Project on Pacific Highway in Jackson County was completed by the contractor, Hughes & Dodd Co., & Tru-Mix Equipment Co., on July 31, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $1,015.03 will be released to the contractor on or after November 30, 1959. The total contract amount is $33,473.29, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peerless Insurance Company
Fred Gatter, Agent
30 North Oakdale
Medford, Oregon

A

RECEIVED
SEP 29 1959
FOR FILING

[illegible]

5441

September 28, 1959

Peerless Insurance Company
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Hughes & Dodd Co., & Tru-Mix Equipment Co., on contract #5441 for the Ashland-California State Line Rock Production Project on Pacific Highway in Jackson County.

This payment, in the amount of $1,789.29 will be released to contractor on or after October 8, 1959. The retained percentage is $1,003.86.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peerless Insurance Company
Fred Gatter - Insurance
30 N. Oakdale
Medford, Oregon

Form E-1—(Rev.)-

15-8314

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending ~~August~~ Sept. 4, 19 59

Section Ashland - California State Line

Kind of work Rock Production

Highway Pacific County Jackson

Section prefix 15-8314

Contractor Hugh & Dodd Co. & TruMix Equip. Co.

Contract number 5441

Date of contract April 16, 19 59

Specified work days 65

Date work started May 15, 19 59

Work days used 65

Project authorization $ 36,731.25

Exclusive of engineering $ 34,119.25

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 33,462.12

Estimated per cent overrun or underrun 1.93 Under %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 2,612.00

Engineering cost to date $ 2,078.76, 79.5 %

Date project was completed July 31, 1959, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final submitted August 4, 1959. Final report.

NOTED

CONSTRUCTION DIVISION
RECEIVED
SEP 8 1959

NOTED-- E B
CE ACE ACE COE

NOTED
C. E. PAULSEN

Signed K. D.

Address Box 429, Central Point, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			9,300		
Total quantities corrected to date			9,605.70		
Estimated quantities moved or placed to date			9,605.70		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair	-	

RECEIVED
AUG 19 1959
FOR FILING

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5441

August 19, 1959

Peerless Insurance Company
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Hughes & Dodd Company & Tru-Mix Equipment Company a portion of the funds heretofore retained by the Commission on contract #5441 for the Ashland-California State Line Rock Production Project on Pacific Highway in Jackson County.

This payment, in the amount of $16,232.97, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $948.53. The present payment will be released on or after August 31, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Peerless Insurance Company
Fred Gatter, Insurance
30 N. Oakdale
Medford, Oregon

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAY 6 - 1959
FOR FILING
15 8511
5441

May 5, 1959

Hughes & Dodd Company, &
Tru-Mix Equipment Company
P. O. Box 1147
Medford, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5441, awarded April 16, 1959, for the Ashland-California State Line Rock Production Project on Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
[illegible] 1959
FOR FILING

[illegible]14

5441

April 16, 1959

Hughes & Dodd Co. and
Tru-Mix Equipment Co.
P. O. Box 246
Medford, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5441 for the Ashland-California State Line Rock Production Project on the Pacific Highway in Jackson County.

This award was based on your bid of $32,650.00 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

15-8315 Antioch Rd.-Trail Rock Prod. 1959
Proj.
#5442

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 4, 1959

15 [illegible]

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5442	3 Final	M. C. Lininger & Sons	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
29573	115117	$935.84	12-3-58

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 80 workdays from May 1, 1959

Time Extensions: None of record

Completion Date: August 12, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: December 4, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: DEC -4 1959

NOTED ON CARD
EC

RECEIVED
NOV 23 1959

FOR FILING

15-312

5442

November 20, 1959

Maryland Casualty Co.,
Hansen & Rowland, Inc.,
611 Henry Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5442 for the Antioch Road-Trail Rock Production Project on the Sams Valley Secondary Highway and Crater Lake Highway in Jackson County was completed by the contractor, M. C. Lininger & Sons, on August 12, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $935.84 will be released to the contractor on or after November 30, 1959. The total contract amount is $34,018.74, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Co.,
Baltimore 3
Maryland

RECEIVED
SEP 30 1959
FOR FILING

15-3-5

5442

September 28, 1959

Maryland Casualty Co.,
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to M. C. Lininger & Sons on contract #5442 for the Antioch Road-Trail Rock Production Project on the Sams Valley and Crater Lake Highways in Jackson County.

This payment, in the amount of $3,257.09 will be released to contractor on or after October 8, 1959. The retained percentage is $1,023.18.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Company
Hansen & Rowland, Inc.,
611 Henry Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)-

15-8315

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 4, 1959

Section Antioch Road - Trail

Kind of work Rock Production

Highway Sams Valley Crater Lake County Jackson

Section prefix 15-8315

Contractor M.C.Lininger & Sons

Contract number 5442

Date of contract April 16, 1959

Specified work days 80

Date work started July 14, 1959

Work days used 74

Project authorization $

Exclusive of engineering $

Per cent of time elapsed 92.5 %

Estimated cost of completed project, exclusive of engineering $ 34,105.51

Estimated per cent overrun or underrun 4.13 Under %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 2,723.40

Engineering cost to date $ 2,576.83, 94.61 %

Date project was completed August 12, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semifinal submitted Friday Sept. 4, 1959. Final report.

[illegible] DIVISION
RECEIVED
SEP 8 1959
NOTED-- CE ACE ACE COE

Signed

Address Box 429, Central Point, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			10,250		
Total quantities corrected to date			10,266.73		
Estimated quantities moved or placed to date			10,266.73		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

FORM 2-123

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
MAY 6 - 1959

FOR FILING
15 8315

5442

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

May 5, 1959

M. C. Lininger & Sons
P. O. Box 1386
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5442, awarded April 16, 1959, for the Antioch Road-Trail Rock Production Project on the Sams Valley and Crater Lake Highways in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

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17 1959
FOR FILING
12 3115
-442

April 16, 1959

M. C. Lininger and Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5442 for the Antioch Road-Trail Rock Production Project on the Sams Valley and Crater Lake Highways in Jackson County.

This award was based on your bid of $34,042.50 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

15-1615 Ashland Traffic Signals 1959
(Helman St.-Morse St.)
#5443

C&A
2079
4-15-

RECEIVED
JAN 25 1960
FOR FILING
15-1615

5443

January 25, 1960

Maryland Casualty Co.,
Baltimore 3
Maryland

Gentlemen:

State Highway contract #5443 for traffic signal installation on Helman St.-Morse St. Section (Ashland) on the Pacific Highway in Jackson County was completed by the contractor, Steeck Electric Company, on October 9, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $3,182.50 will be released to the contractor on or after February 4, 1960. The total contract amount is $26,720.00, and no force account work was performed on the project.

A claim has been filed against this contract of which you were previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Maryland Casualty Co.,
W. O. Knox Ins. Service
American Bank Bldg.,
Portland, Oregon

RECEIVED
[illegible] - 1959
FOR FILING
[illegible]

5443

November 3, 1959

Eagle Signal Company
Moline, Illinois

Attention: Mr. R. J. Hein
Asst. Treasurer

Gentlemen:

This is to acknowledge receipt of your letter of October 30 informing us that Steeck Electric Company owes you $6,349.49 for materials furnished on a state highway contract. We have consulted our Bridge Division and it appears that this is in connection with State Highway Contract No. 5443 with Steeck Electric Company for traffic signal installation on Helman St.-Morse St. in Ashland, Jackson County.

This contract was completed October 9, 1959, but has not yet been accepted by the Highway Commission. The Maryland Casualty Company, through W. O. Knox Ins. Service, American Bank Bldg., Portland, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim for a period longer than six months following acceptance of the contract, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure. In the meantime, the information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

NOTED ON CARD
&c

EAGLE SIGNAL COMPANY

A DIVISION OF THE GAMEWELL COMPANY

TIMERS AND COUNTERS • TRAFFIC SIGNAL SYSTEMS

MOLINE, ILLINOIS *Telephone Moline 2-5571*

October 30, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have been a supplier of material on an Oregon State Highway contract to Steeck Electric Company, Medford, Oregon. Enclosed for your information is a statement of our past due account with Steeck Electric Company.

It is our understanding that Mr. Steeck is operating under penalties on the contract. Please advise us what action on our part is necessary to protect our money due from Steeck Electric Company.

Very truly yours,

R. J. Hein

R. J. Hein
Assistant Treasurer

RJH:mc

cc: Leo Proby

Cec, please handle
FQ

Completed #7-5443 Ready for Accept. by Comm.
10-9-59

RECEIVED
NOV 2 1959
OREGON
STATE HIGHWAY COMMISSION

STATEMENT October 30, 1959

EAGLE SIGNAL CORPORATION
MOLINE, ILLINOIS

Mr. Herman Steeck, Owner
Steeck Electric Company
1046 Court Street
P.O. Box 1243
Medford, Oregon

PLEASE NOTIFY US PROMPTLY OF ANY ERROR IN THIS STATEMENT

DATE	REFERENCE		CHARGES	✓	CREDITS	✓	BALANCE
	INVOICE NO.	CUSTOMER NO.					
5-29-59	31507	7865	$ 4,279.85				
Paid on account			160.90				
			4,118.95				
6-12-59	909	7865	335.40				
6-30-59	2805	7865	272.00				
6-30-59	1830		1,878.04				
10-6-59			17.10				
			6,621.49				
10-19-59	CM 427		272.00				
			$ 6,349.49				

FORM 144A REV. 12-52

RECEIVED
-5 1959
FOR FILING
5-663
[illegible]

November 3, 1959

Maryland Casualty Company
Equitable Building
Portland 4, Oregon

Attention: Mr. John S. Hopkins, Manager
Claim Division

Gentlemen:

A letter, dated October 30, has been received from Eagle Signal Company, Moline, Illinois, informing us that Steeck Electric Company owes them $6,369.49 for materials furnished. This appears to be our Contract No. 5663 with Steeck Electric Company for traffic signal installation on the Helman St.-Morse St. Section in the City of Ashland, Jackson County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
W. O. Knox Ins. Service
American Bank Building
Portland, Oregon

Steeck Electric Company
P. O. Box 1263
Medford, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD
Ac

CWH:fp

RECEIVED
AUG 17 1959

FOR FILING
E-1315

5443

August 14, 1959

Steeck Electric Company
P. O. Box 1243
Medford
Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 13, 1959, had under discussion your request for an extension of time of 25 additional workdays within which to complete your contract #5443, traffic signal installation on the Ashland Section (Helman St.-Morse St.) of Pacific Highway in Jackson County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
cc: F. D. Morgan
Roy Morton
G. A. Gardner

NOTED ON CARD
CC

RECEIVED
AUG 10 1959
FOR FILING

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5443

A

August 7, 1959

Oregon State Highway Commission

Request for Extension of Time No. 2
August 13-14 Meeting

Gentlemen:

When we opened bids on the Ashland Traffic Signals, the contractor ordered his material even before the official award of contract by the Highway Commission. His order was accepted by the Union Metal Company with a delivery date of June 1. They did not meet this delivery date and finally advised the contractor that delivery could not be made until August 21. The contractor, therefore, cancelled his order and ordered from another supplier for delivery early in August. He has not been able to complete his work due to this delay in delivery.

Our investigation shows that the contractor has made every effort to meet his completion date and that the delay is from causes entirely outside of his control. I would recommend that an extension of time in the amount of 25 workdays be granted without the assessment of engineering penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. G. S. Paxson
Mr. Ivan D. Merchant

GSP:gm:ae

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 11, 19 59

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 80 days to 110 days, within which to complete our Contract No. 5443, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Our reason for making this request is because the pole manufacturer cannot make delivery of the poles for the above job until the 31st of July. We do not have any recourse to extend our penalty to the pole supplier because we had to cancel our order for the poles which we ordered from Union Metal Co. because they [illegible] in their delivery date of June 1st and could not make delivery until Aug. 31st. So we had to reorder the poles from [illegible] & Bushnell and it is not possible for them to have them manufactured before July 31st. I hope that you will take this into consideration and allow me this extension of time, because the poles were ordered Apr. 6, 1959, which should indicate that I made every effort to complete this job on time. The Pole supplier claimed part of the delay was because the specifications and plans did ot definitely indicate what type pole was to be ~~set~~ installed on the NW quadrant of Pioneer & C Sts. nd the S.W. quadrant of C & 2nd Sts. It was etermined later by the traffic engineering epartment.

Respectfully submitted,

Contractor

By Herman Steck
[illegible], Owner

CONSENT OF SURETY

Date June 30, 19 59

We, [illegible] CASUALTY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[illegible]
Attorney-in-fact

Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 5443 Contractor STEECK ELECTRIC CO.

Highway PACIFIC

Section ASHLAND TRAFFIC SIGNALS

Kind of Work INSTALL TRAFFIC SIGNALS

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

H B Morgan
Division Engineer

Construction Engineer or
Bridge Engineer

G S Paxson
Asst State Highway Engineer

Contract No. 5443
Project designation State
State-Federal
Date awarded April 26, 1959
Work started April 21, 1959
Per cent completed 65%
Date
No. of Workdays Allowed 80
No. of Workdays Used 70 (7-31-59)
No. of Added Workdays Requested 30

RECEIVED
MAY 6 - 1959
FOR FILING
5-1615
5443

FORM E-129 5M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 5, 1959

Steeck Electric Company
P. O. Box 1243
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5443, awarded April 16, 1959, for traffic signal installation on Helman St.-Morse St. Section in Ashland, Jackson County, Pacific Highway.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
17 1959
FOR FILING

[illegible]

5443

April 16, 1959

Steeck Electric Co.,
628 South Riverside,
Medford, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5443 for installation of the Ashland Traffic Signals (Helman Street-Morse Street) in Jackson County.

This award was based on your bid of $26,900.00 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
APR 27 1959
FOR FILING

15-1215

5443

MISC. CONTRACTS and
AGREEMENTS No. 2379

Salem, Oregon
April 15, 1959

Traffic Signal Agreement
Pacific Highway
City of Ashland

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engineer, City & County Relations

Attached is a conformed copy of an agreement with the City of Ashland covering the installation of traffic signals at certain intersections in Ashland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Ashland, Oregon.

Secretary

rn
Attach: 1

FORM E-30 25M 9-51 52319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 1, 1959
Salem, Oregon

SUBJECT: Traffic Signal Agreement
Pacific Highway
City of Ashland

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the installation of traffic signals at certain intersections in Ashland. Two copies of the agreement have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on June 19, 1958.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer

RECOMMENDED FOR APPROVAL
Paxson
Assistant State Highway Engineer

JDG:cg

Att.

APPROVED BY HIGHWAY COMMISSION
DATE 6-19-59 Min. Page 48
Floyd Query
Secretary

RECEIVED
1959
FOR FILING
FORM E-30X—37,500—8-57—1477

2 165

5443

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1959

To: Mr. C. H. Maison
OFFICE

SUBJECT: Advance Deposit
City of Ashland

Attached is City of Ashland Warrant No. 10528 in the amount of $15,450. This amount represents the city's share of the estimated cost of the traffic signal installation at the intersections of Main Street with Helman and Pioneer Streets and C Street with Pioneer and Second Streets.

C G S

C. G. Swenson
Engineer, County and City Relations

Att.

cc: G. S. Paxson ✓
S. H. Probert
J. Al Head

NOTED

RECEIVED
MAR 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 13 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1958

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
US99 - Ashland

To: Leonard I. Lindas
Chief Counsel
Office

The State Highway Commission, at its meeting on June 19 and 20, 1958, approved the installation of traffic signals at certain intersections on the Pacific Highway in the City of Ashland. Will you please prepare the necessary State-City agreement.

In the way of material to be included in the agreement, I offer the following:

1. The highway involved is the Pacific Highway, No. 1, US99, which in the central portion of Ashland is routed over a one-way couplet, with "C" Street carrying northbound and Main Street southbound traffic. In the southerly portion of the city the highway is routed with two-way traffic over Siskiyou Boulevard.

2. It is planned to do the following work:

    a. Install fixed time traffic signals at the following intersections:

        Main and Holman Streets
        Main and Pioneer Streets
        "C" and Pioneer Streets
        "C" and Second Streets

    b. Convert the existing semi-actuated traffic signal at the intersection of Main and Second Streets to fixed-time operation.

    c. Install three-phase fully-actuated traffic signals at the intersection of Siskiyou Boulevard with Iowa Avenue and Beach Street.

3. The work to be done is estimated to cost $30,450.

NOTED
G. S. [illegible]

4. Of the estimated cost, the estimated cost for the traffic signal installation proper is $30,000 and this cost shall be shared equally by the City and the State. In addition, three of the poles will be used jointly for support of traffic signal heads and luminaire units. These poles are in the northwest quadrant of the intersection of "C" Street and Pioneer Street, the southwest quadrant of the intersection of "C" and Second Streets, and in the median island at the intersection of Siskiyou Boulevard with Iowa Avenue and Beach Street. The extra cost occasioned by the necessity for extra length poles is estimated to be $450 and this cost shall be borne entirely by the City of Ashland.

5. The State shall make the installation either with its own forces or by contract and in the first instance pay all costs thereof. The final cost shall be borne by the City and State as outlined above.

6. The City of Ashland shall make the necessary connection of the supervisory circuit to the steel tower which supports the power line in the southeast quadrant of "B" and Oak Streets. This work will be done at the City's cost.

7. The City of Ashland shall enact the necessary ordinances or resolutions prohibiting parking as follows:

    a. On the westerly side of Morris Street from the north property line of Siskiyou Boulevard to a point 120 feet north thereof.

    b. On the north side of Iowa Avenue from the westerly property line of Siskiyou Boulevard to a point 120 feet west thereof.

    c. On the southerly side of Iowa Avenue from the west property line of Beach Street to a point 170 feet west thereof.

    d. On the southerly side of Iowa Avenue from the east property line of Morris Street to a point 150 feet east thereof.

    e. On the north side of "C" Street from the west property line of Second Street to a point 150 feet west thereof.

    The City when returning the signed agreements shall submit a copy of the resolution or ordinance.

8. The City when returning the signed agreements shall submit its check for $15,450.

9. It is agreed between the two parties to this contract that at such time as the equipment installed under this agreement is in need of replacement the cost of such replacement shall be shared on the same basis as the original installation.

It is planned to let this installation to contract at the bid letting on January 20, 1958. If after preparation you will submit the agreements to this office, we will check them and care for further processing.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:kg
Attachments
cc: G. S. Paxson
Clarence Swenson

RECEIVED
DEC 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 16 1958
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[illegible]
5443

October 15, 1958

Mr. E. C. Biegel
City Superintendent
City of Ashland
Ashland, Oregon

Dear Mr. Biegel:

On October 1 Mr. L. E. George, Traffic Operations Engineer, contacted you and discussed the plans for the proposed traffic signal installations on US99 in the city of Ashland. It is understood that the plans for all intersections met with your approval except that for the intersection of Siskiyou Boulevard with Beach and Iowa Streets where it is planned to install a three-phase, full-actuated signal. At this intersection you disapproved of the proposed crosswalk locations.

The plans proposed the normal crosswalk locations around the perimeter of the intersection. It is your thought that it would be preferable to shorten the total travel distance by placing the crosswalks across Siskiyou Boulevard at very nearly right angles to the street.

Crosswalks located in accordance with your proposal would effect a considerable reduction of pedestrian travel distance and would probably eliminate certain difficulties in training school children (who comprise the major portion of the pedestrian load at this intersection) in the proper use of the intersection. On the other hand, such locations would add greatly to the difficulty of controlling vehicular traffic at the intersection.

One of the major problems in the signalized control of a complicated intersection such as the one in question is that of providing and marking proper locations for vehicles to stop on a red indication. Drivers are generally accustomed to stopping at the leading edge of a crosswalk. The painted crosswalks, in effect, outline the limits of the intersection. Placing the crosswalks in the center of the intersection as you propose would tend to "pull" drivers on Siskiyou Boulevard into the intersection, thus blocking movements from the cross streets. Also, the original plan was to move pedestrians across Siskiyou Boulevard with vehicular traffic on Iowa Street. The alternate plan would move them with vehicles on Beach and Morse Streets. The entering volume from the latter two streets is approximately one-half that on Iowa Street. The operation of an actuated signal is such that the total green time allocated to any one intersecting street is dependent upon the number of vehicles arriving on that street; however, pedestrian times are set on a separate timer which takes over from the regular controller upon push button operation and stops the flow of traffic for a much longer period than would a vehicle actuation. By coupling the pedestrian crossings with the major flow of cross traffic, we can hold the over-all traffic delays to a minimum while if it moves with the minor vehicular flow, the delays are maximum.

It is the feeling of this office that the perimeter crosswalk system originally proposed is necessary for the successful signalization of this intersection.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

VPJ:kg:ar

cc to: W. C. Williams
F. B. Crandall

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 14, 1958

SUBJECT: Proposed Traffic Signal Installation
Siskiyou Blvd. (US99) at Beach &
Iowa Streets
Ashland

To: G. S. Paxson
Assistant State Highway Engineer
Office

There is attached a suggested draft on the above subject.

F B Crandall
F. B. Crandall
Traffic Engineer

VPJ:kg
Attachment
cc: Forrest Cooper

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[illegible]
OFFICE OF
[illegible] ENGINEER

FORM E-30X—50M—6 58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1958

SUBJECT: Proposed Traffic Signal Installation
US99 (Siskiyou Blvd.) at Beach and
Iowa Streets
Ashland

To: Val Johnson
Traffic Control Engineer
Office

On Wednesday, October 1, 1958, Mr. Beagle, City Superintendent, Ashland, was contacted regarding the future traffic signal installations which are to be installed on the one-way couplet in the City of Ashland. The primary purpose of this contact was to discuss and explain to Mr. Beagle the various aspects of the proposed traffic signal installations and also to obtain his signature on a set of prints for proposed signal installation. The entire interconnected fixed time system was discussed and explained to Mr. Beagle. No controversial points arose on this portion of the proposed signal installation.

At the intersection mentioned above, the proposed operation of the three-phase fully actuated signal control was also discussed with Mr. Beagle. It was at this location that he very forceably disagreed with the proposed layout of our pedestrian crosswalks. There are attached prints showing the crosswalk system developed by this office. This system is shown in blue. The crosswalks as desired by Mr. Beagle are shown in red. With respect to the crosswalk system developed by this office, it is proposed to take pedestrians parallel to US99 and cross them over Beach, Iowa and Morse Streets on two push button actuations. This push button actuation would occur on the same phase that US99 traffic moves. The crosswalks moving across US99 would require two actuations to completely cross Siskiyou Blvd.

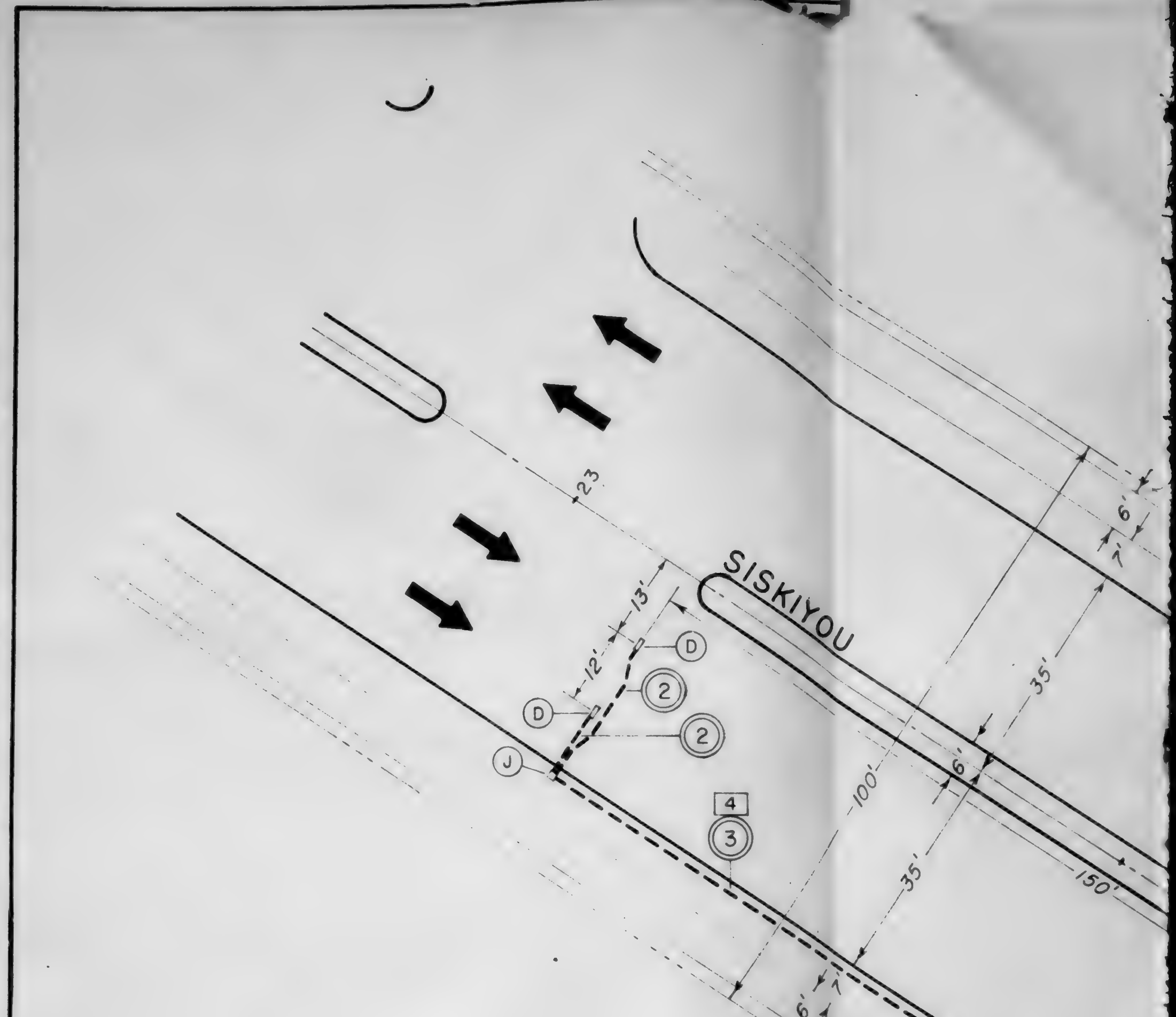
It has been proposed that a push button be installed on the poles located in the median island. This same median island would serve as a pedestrian storage area. This crosswalk phase would move with the Iowa Street phase. This plan is desirable since Iowa Street has higher volumes than either Beach or Morse Streets. It should be noted that in the southeast quadrant of the intersection there is a crosswalk leading from the island to the north curb line of Iowa Street. It is proposed to move this crosswalk on the US99 phase. It is admitted that the system proposed by this office creates an additional distance for the pedestrians to walk.

The crosswalks shown in red as proposed by Mr. Beagle are more direct routes for the pedestrians, however, they do have some very serious disadvantages. In the first instance, the crosswalks desired by Mr. Beagle are located too far out into the intersectional area. The second disadvantage is that vehicular traffic on both legs of US99 and on both legs of Iowa Street would be "pulled" too far out into the intersectional area upon stopping for the red indication. The third disadvantage is that the crosswalks as proposed by the City of Ashland would have to move on the Beach and Morse Street phase of the signal. These two streets have the lowest volumes of any of the intersection. Mr. Beagle bases his desire for these crosswalks on the fact that school children have been trained through previous education to cross at these locations. He also feels that it will be practically impossible to enforce the school children to utilize the crosswalks as shown in blue, with the result that there would be considerable pedestrian violation of the signals.

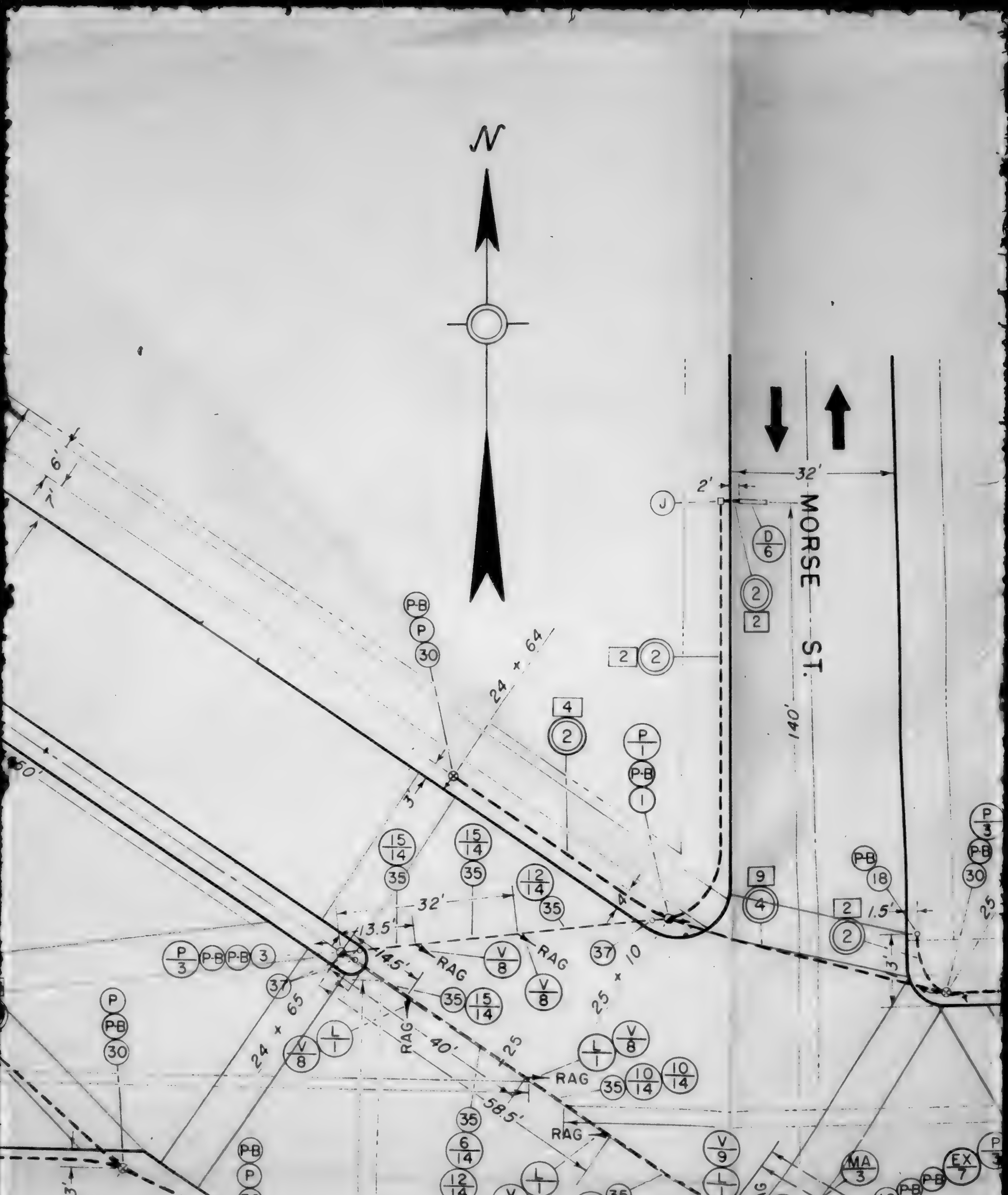
Mr. Beagle further indicated that we could expect almost no co-operation from the school authorities. He based this last statement on past experience with working with these people. Mr. Beagle did state that he would not ~~send~~ sign the contract plans until such time as some mutually satisfactory arrangement could be decided upon. It is the recommendation of this office that the advantages of our proposed crosswalks as compared to the disadvantages of those crosswalks proposed by the City be transmitted to Mr. Beagle in order that he might have some information to present to his City Council.

L. E. George
Traffic Operations Engineer

LEG:pk
Attachments



SISKIYOU
IOWA
D
D
J
P/2
PB
P-B
24+03
D/6
J


N
MORSE ST.
32'
2'
140'
J
D/6
2
RAG
24 × 64
24 × 65
25 × 10
25 × 34.5
13.5'
14.5'
32'
40'
58.5'
44'
60
20'
34.5
1.5'
3'
4'
5'
6'
7'
P-B
P
30
15/14
12/14
10/14
6/14
35
37
V/8
V/9
L/1
P/3
P/1
MA/3
EX/7
EX/1
53
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4
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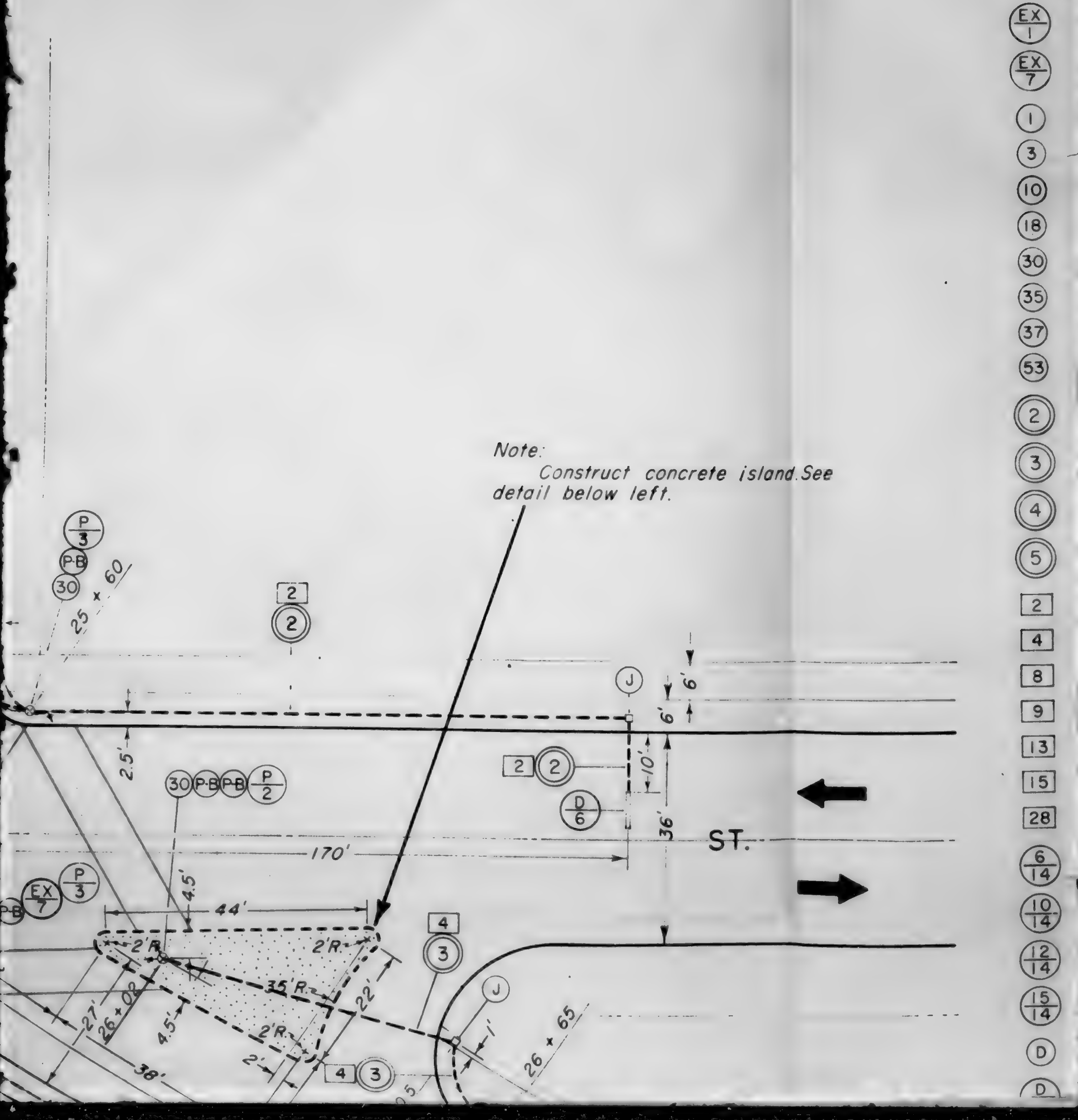


Note:
Construct concrete island. See detail below left.

TRAFFIC SIGNAL INSTALLATION
HELMAN ST. - MORSE ST. SECTION
PACIFIC HWY - US99
ASHLAND - JACKSON COUNTY

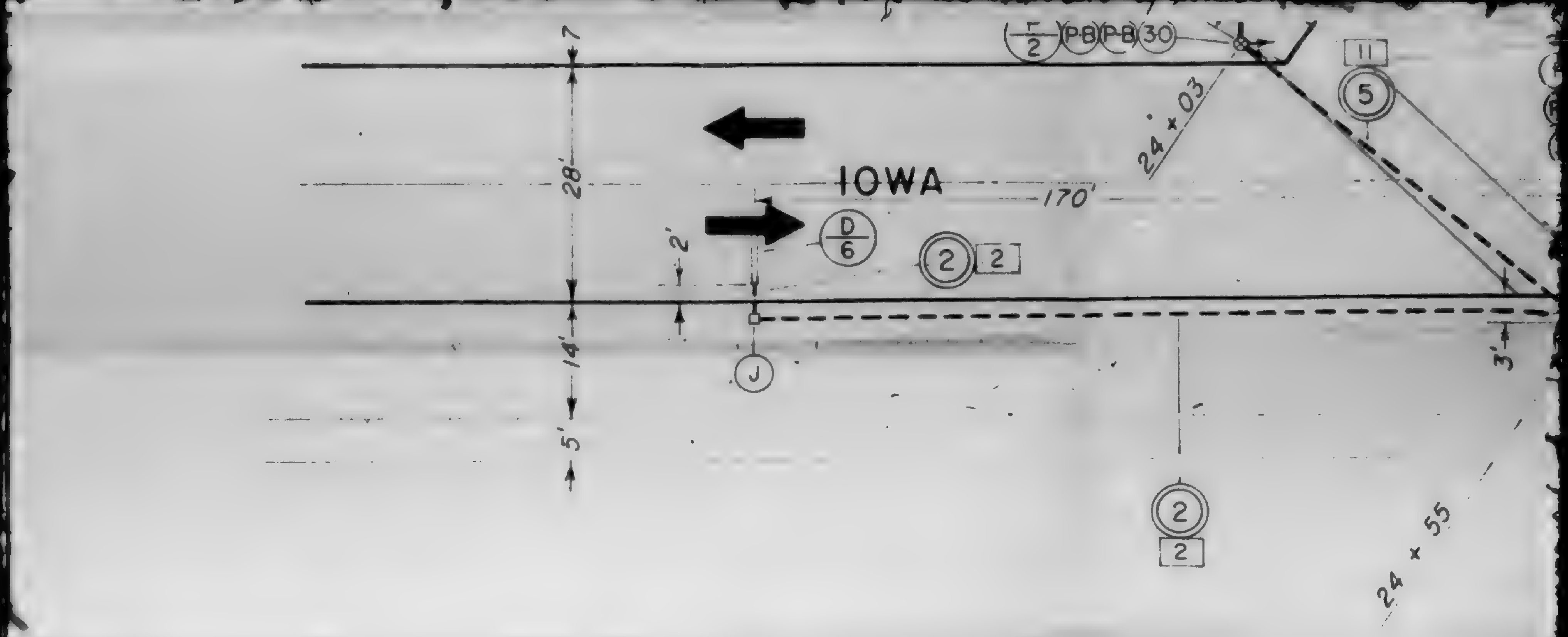
SHEET NO. 5

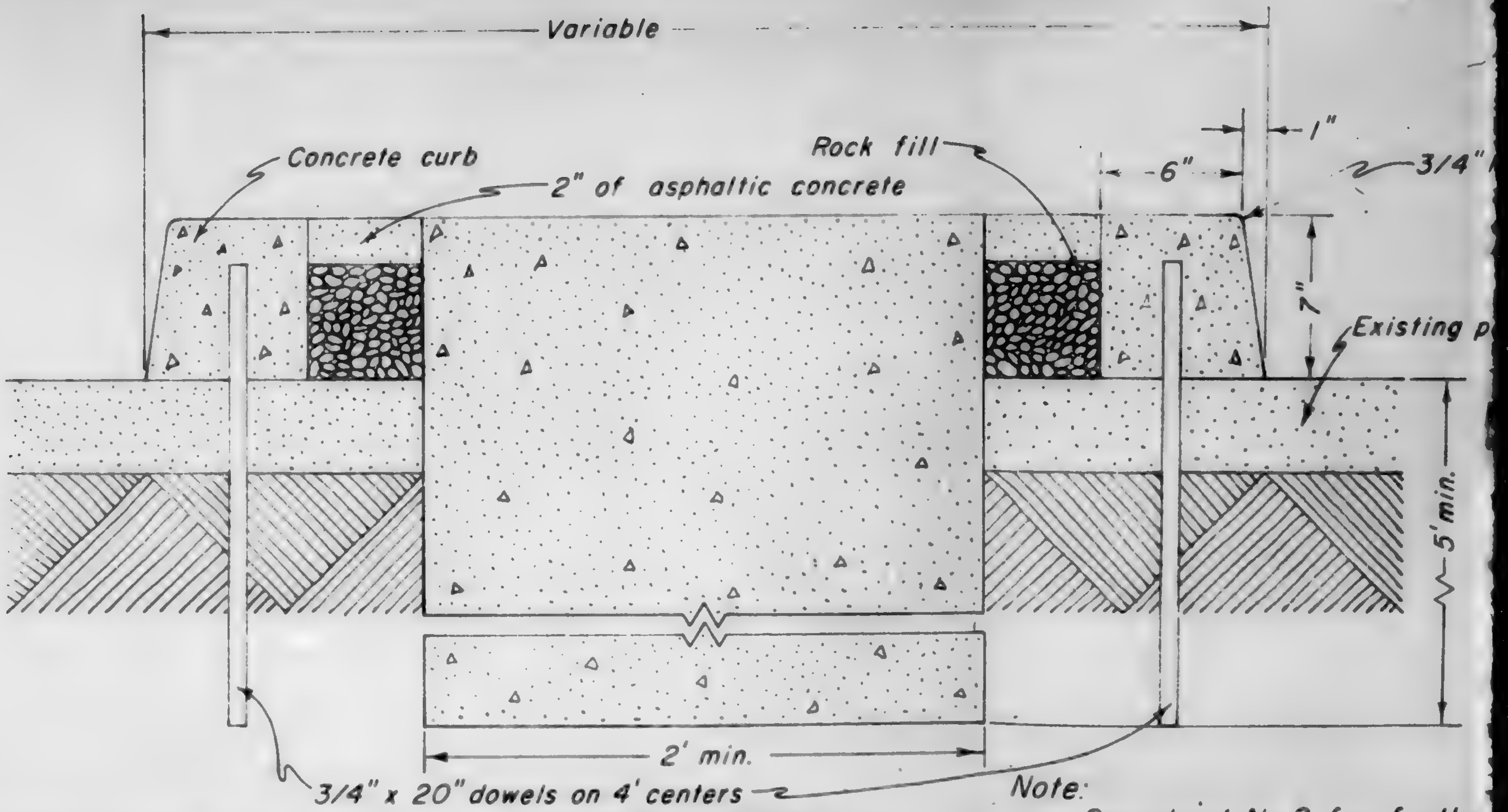
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON			*See Index*

SCALE 0 10 20 40 80 FEET

LEGEND

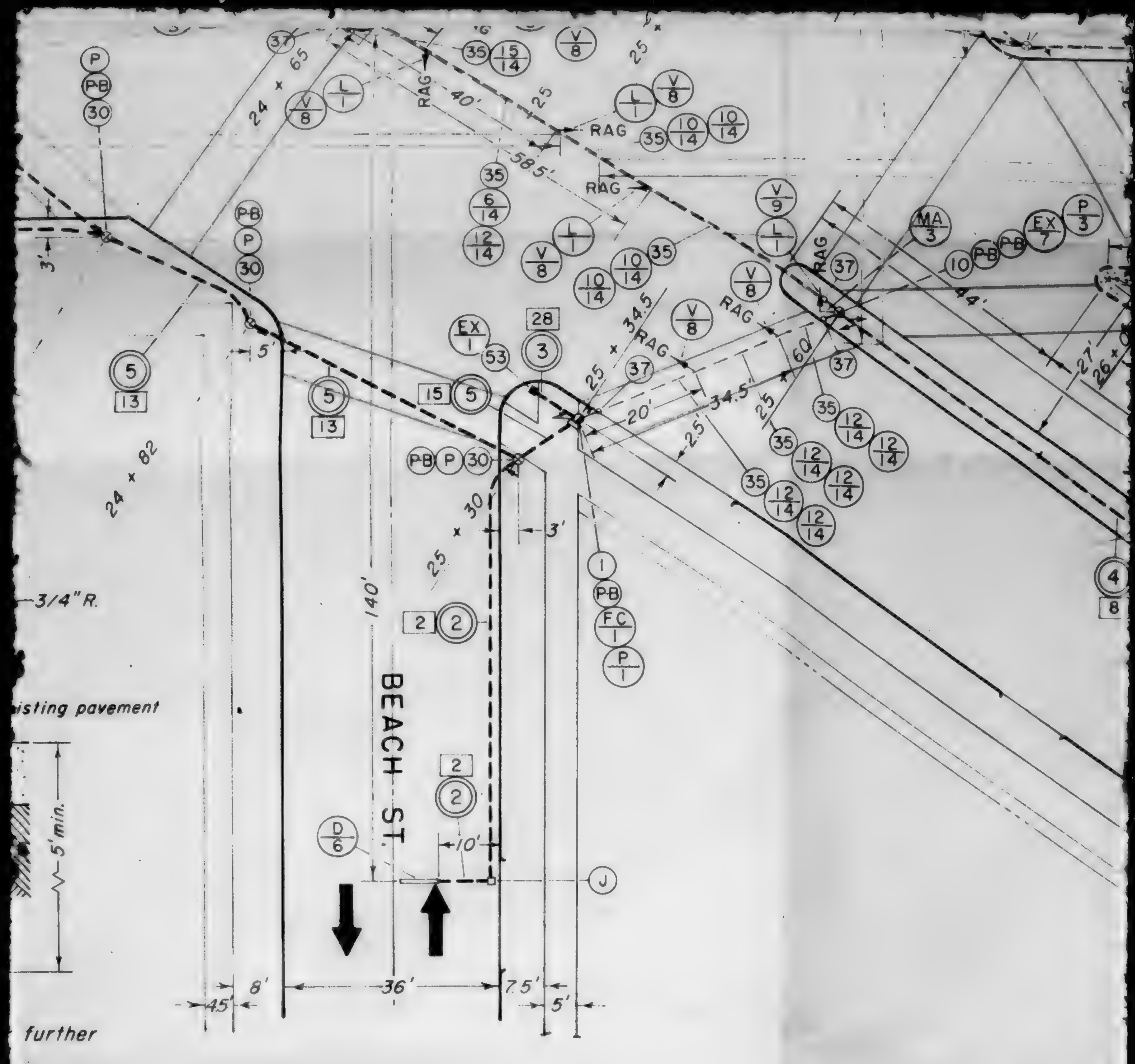
EX/1	Existing power source
EX/7	Existing steel street light pole (Remove)
1	Install 24ft. steel strain pole (Type A)
3	Install 26ft. steel strain pole (3 gauge)
10	Install 30ft. steel strain pole, 3 gauge, with IL base
18	Install 4" x 6' steel pipe section with cap
30	Install 8 ft. traffic signal pedestal
35	Install 3/8" galv. messenger cable
37	Install galv. steel messenger cable vise
53	Install 5" x 8" x 12" galv. steel cabinet with 30 ampere fusible switch
2	Install 1/2" galv. rigid conduit
3	Install 3/4" galv. rigid conduit
4	Install 1" galv. rigid conduit
5	Install 1 1/4" galv. rigid conduit
2	Install 2 No. 14 type T/W wire
4	Install 4 No. 14 type T/W wire
8	Install 8 No. 14 type T/W wire
9	Install 9 No. 14 type T/W wire
13	Install 13 No. 14 type T/W wire
15	Install 15 No. 14 type T/W wire
28	Install 2 No. 10 type T/W wire
6/14	Install 6 wire No. 14 control cable
10/14	Install 10 wire No. 14 control cable
12/14	Install 12 wire No. 14 control cable
15/14	Install 15 wire No. 14 control cable
D	Install type "MK" non-directional magnetic vehicle detector
D	Install [illegible]





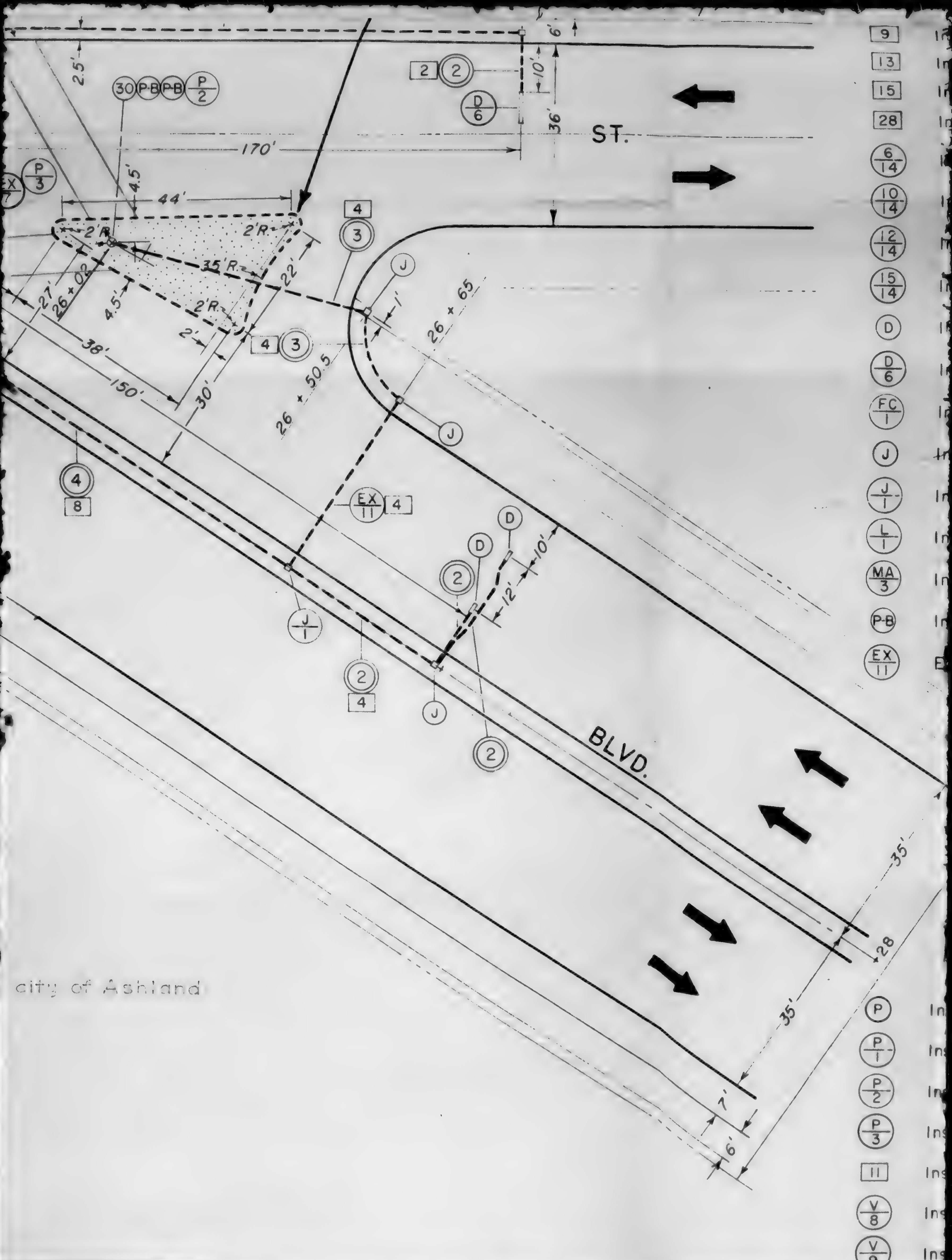
ISLAND DETAIL

Note:
See sheet No.2 for further pole footing details.



LEGEND

Proposed crosswalk
Crosswalk requested by city of


ST.
BLVD.
170'
44'
36'
10'
6'
2.5'
4.5'
2'R.
35'R.
22'
27'
26 + 02
38'
150'
30'
2'
26 + 50.5
26 + 65
1'
12'
35'
28
7'
30 P-B P-B P/2
2 2
D/6
EX/7 P/3
4 3
J
4 8
EX/11 4
J/1
2 4
D
city of Ashland
9
13
15
28
6/14
10/14
12/14
15/14
FC/1
L/1
MA/3
P-B
P
P/1
P/2
P/3
11
V/8
V/9

9	Install 9 No.14 type T/W wire
13	Install 13 No.14 type T/W wire
15	Install 15 No.14 type T/W wire
28	Install 2 No.10 type T/W wire
6/14	Install 6 wire No.14 control cable
10/14	Install 10 wire No.14 control cable
12/14	Install 12 wire No.14 control cable
15/14	Install 15 wire No.14 control cable
D	Install type "MK" non-directional magnetic vehicle detector
D/6	Install type "HR" 6 ft. non-directional pressure sensitive magnetic vehicle detector
FC/1	Install three-phase full actuated controller with cabinet
J	Install 4" x 4" x 4" galv. cast iron junction box with cover
J/1	Install 4" x 6" x 4" galv. cast iron junction box with cover
L/1	Install model "B" ray directors
MA/3	Install 3 ft. traffic signal mast arm
P-B	Install pedestrian push-button with instruction sign
EX/11	Existing underground conduit

P	Install one-way, 2 light, pedestal mounted pedestrian signal (Wait-Walk)
P/1	Install one-way, 2 light, bracket mounted pedestrian signal (Wait-Walk)
P/2	Install two-way, 2 light, pedestal mounted pedestrian signal (Wait-Walk)
P/3	Install two-way, 2 light, bracket mounted pedestrian signal (Wait-Walk)
11	Install 11 No.14 type T/W wire
V/8	Install one-way, 3 light, span wire mounted vehicle signal (Red, Amber, Green)
V/9	Install one-way, 3 light, mast arm mounted vehicle signal (Red, Amber, Green)

RECEIVED

FORM E-122

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

13-1615

5443

June 24, 1938

Mr. [illegible]. C. Biegel
City Manager
City Hall
Ashland, Oregon

Dear Mr. Biegel:

This is to inform you that the Highway Commission did, at its meeting of June 19 - 20, approve the installation of traffic signals on the Pacific Highway in Ashland as follows:

1. Fixed-time traffic signals be installed at the following locations:

   Main & Holman Streets
   Main and Pioneer Streets
   C and Pioneer Streets
   C and Second Streets

2. The existing semi-actuated traffic signal at the intersection of Main and Second Streets be converted to fixed-time operation.

3. A three-phase fully actuated traffic signal be installed at the intersection of Siskiyou Boulevard, Iowa Avenue and Beach Street.

All of the fixed-time signals are to be inter-connected to form a progressive system for over-all control of Traffic on the one-way couplet.

The total estimated cost of the work is $30,000 and to be handled on a cooperative basis wherein State and City will share equally in the installation cost--the City to care for power consumption and maintenance following installation.

We will proceed immediately with preparation of plans and drafting of agreement covering this project, looking to letting of contract. As soon as

NOTED
S. PAXSON

the agreement and plans are completed, we will submit them to you for your review and approval.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By ORIGINAL SIGNED BY F. B. CRANDALL, Traffic Engineer

F. B. Crandall
Traffic Engineer

bc: W. C. Williams
G. S. Paxson ✓
H. B. Glaisyer
Val Johnson

RECEIVED
JUN 25 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 10 1958
FOR FILING

15-1-8

5443

June 9, 1958

Oregon State Highway Commission

Gentlemen:

The Traffic Engineering Division has recently completed a study of the warrant for traffic signals on the Pacific Highway through the city of Ashland. The study was conducted in response to an oral request by Mr. R. C. Biegel, City Superintendent. As a result of this investigation, the following recommendations are made:

1. That fixed-time traffic signals be installed at the following intersections:

   Main and Helman Streets　　C and Pioneer Streets
   Main and Pioneer Streets　　C and Second Streets

2. That the existing semi-actuated traffic signal at the intersection of Main and Second Streets be converted to fixed-time operation.

3. That all of the fixed-time signals be interconnected to form a progressive system for over-all control of traffic on the one-way couplet.

4. That a three-phase fully actuated traffic signal be installed at the intersection of Siskiyou Boulevard, Iowa Avenue and Beach Street.

The total cost of the work recommended is estimated to be $33,992. The City of Ashland has indicated its willingness to pay one-half the cost of installation and to care for future maintenance and power consumption. Sufficient funds have been provided in the 1958 Minor Betterment Budget for Traffic Signal Projects to be Selected to cover the cost of the work. Your approval is recommended.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:kg　me
cc Mr. P. M. Stephenson
Mr. F. B. Crandall
Mr. C. H. Maison

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1958

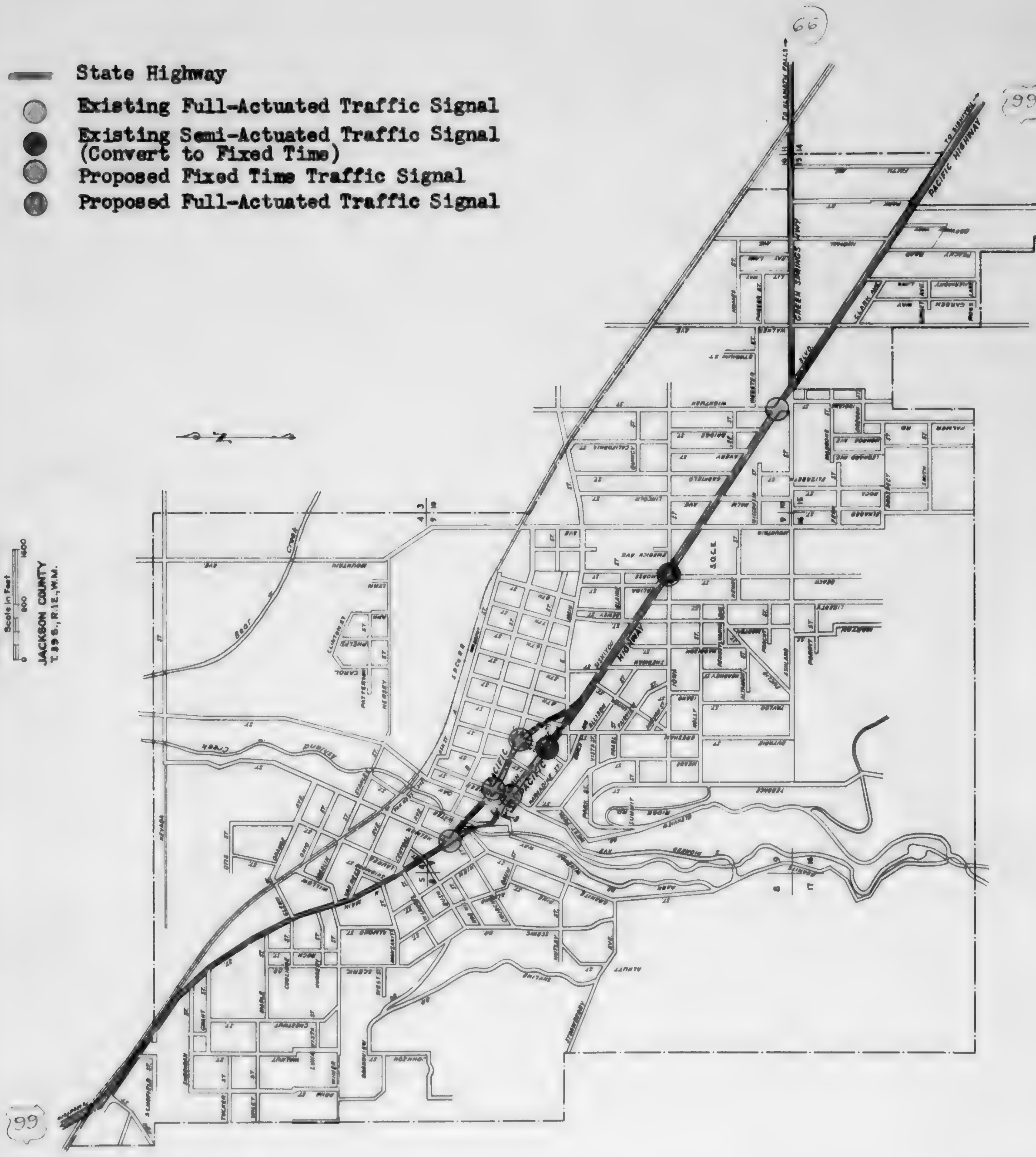
SUBJECT: Proposed Traffic Signal Installations
Pacific Highway
City of Ashland

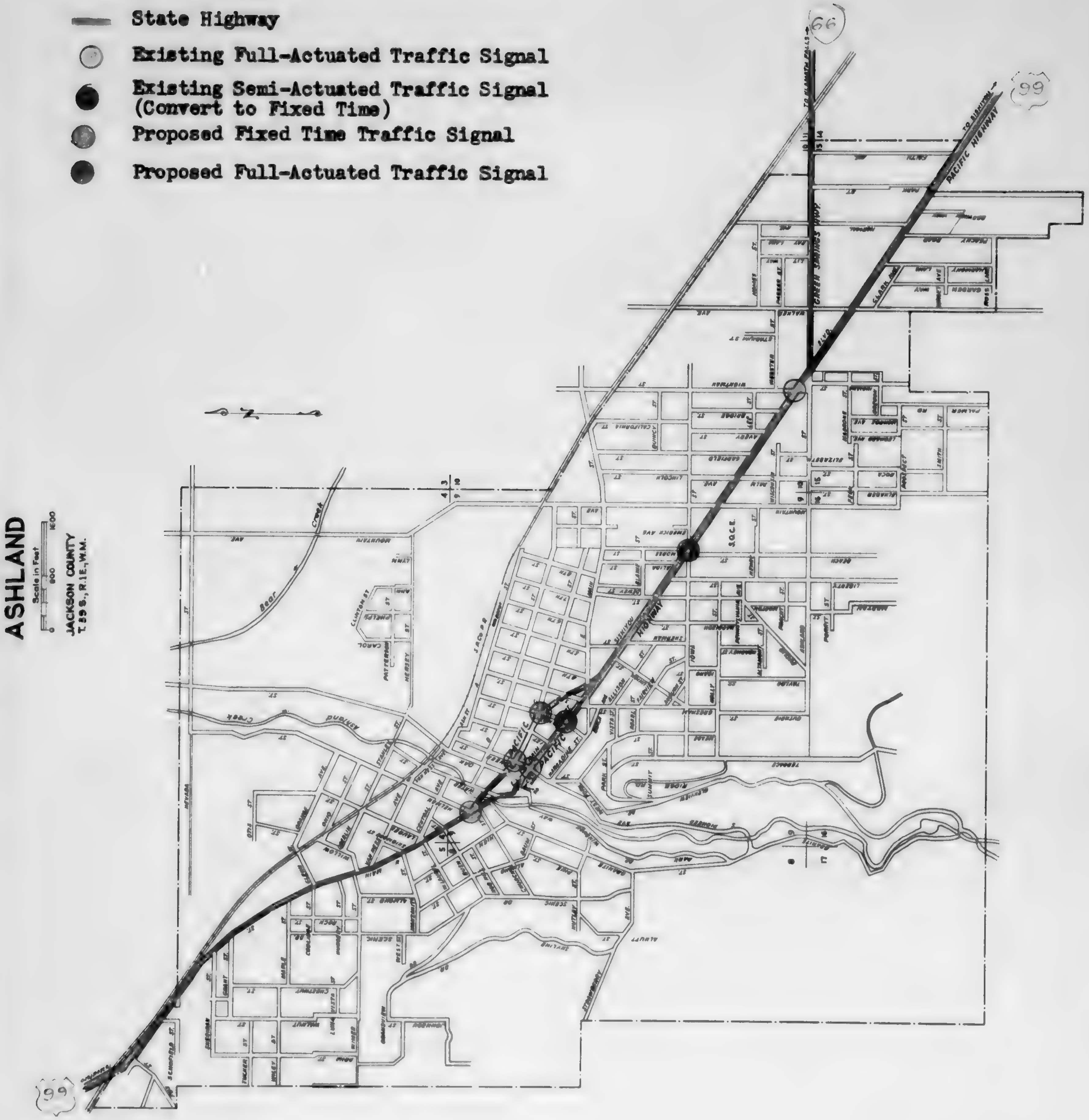
To: G. S. Paxson
Assistant State Highway Engineer
Office

There is attached a suggested draft to the State Highway Commission recommending the expenditure of $30,000 for the installation of traffic signals on the Pacific Highway in the City of Ashland. Under our standard policy the City would pay one-half the cost of installation and would care for future maintenance and power consumption. It is understood that the City has indicated its willingness to participate and is budgeting their $15,000 share in their budget for the next fiscal year.

F B Crandall
F. B. Crandall
Traffic Engineer

VPJ:kg
Attachment
cc: Forrest Cooper


State Highway
● Existing Full-Actuated Traffic Signal
● Existing Semi-Actuated Traffic Signal (Convert to Fixed Time)
● Proposed Fixed Time Traffic Signal
● Proposed Full-Actuated Traffic Signal
ASHLAND
Scale in Feet
0 800 1600
JACKSON COUNTY
T.39 S., R.1 E., W.M.
66
99
99
PACIFIC HIGHWAY
GREEN SPRINGS HWY
Bear Creek
Ashland Creek



▬ State Highway

○ Existing Full-Actuated Traffic Signal

● Existing Semi-Actuated Traffic Signal (Convert to Fixed Time)

● Proposed Fixed Time Traffic Signal

● Proposed Full-Actuated Traffic Signal

CITY OF ASHLAND
ASHLAND, OREGON

Famous for Health-Giving Mineral Waters . . . . *Home of the Shakespearean Festival*

OFFICE OF CITY SUPERINTENDENT

May 28, 1958

Mr. C. G. Swenson, Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

The City of Ashland has placed an item of $15000.00 in its 1958-59 budget for traffic lights in the City of Ashland.

The $15000.00 figure is the estimate of the State Highway Department as the City's share for the placement of traffic lights in Ashland, at the following intersections:

C and Second Streets
C and Pioneer Streets
East Main and Pioneer Streets
North Main and Helman Streets

Changing light at Second and East Main Streets to fully automatic.

Change light at Siskiyou Blvd, Beach, Iowa, and Morse Streets to standard traffic light.

We ask that the lights be installed at the earliest date possible.

Yours truly,

E. C. Biegel
City Supt.

RECEIVED
MAR 10 1958
FOR FILING

15-25

5443

March 7, 1958

Mr. E. C. Biegel
City Superintendent
City of Ashland
City Hall
Ashland, Oregon

Dear Mr. Biegel:

In response to your recent verbal request to Mr. F. B. Crandall, Traffic Engineer, we have conducted an investigation of the warrant for traffic signals at various intersections on US99 through the city of Ashland. As a result of this investigation, we find the following treatment is warranted:

1. That fixed-time traffic signals be installed at the following intersections:

   Main and Helman Streets — "C" and Pioneer Streets
   Main and Pioneer Streets — "C" and Second Streets

2. That the existing semiactuated traffic signal at the intersection of Main and Second Streets be converted to fixed-time operation.

3. That all of the fixed-time signals be interconnected to form a progressive system for over-all control of traffic on the one-way couplet.

4. That a three-phase fully actuated traffic signal be installed at the intersection of Siskiyou Boulevard, Iowa Avenue and Beach Street.

The fixed-time signal system, including interconnection, is estimated to cost $21,500 and the fully actuated traffic signal at the intersection of Siskiyou Boulevard with Iowa Avenue and Beach Street is estimated to cost $8,500; a total of $30,000. Under standard policy it would be necessary that the cost be shared equally by the City and the State, with the City caring for future maintenance and power consumption.

We do not have this project in our current budget and I doubt if the City has funds immediately available. I suggest that the City consider the matter and, if satisfactory, provide for it in next year's budget, when it can be brought up again.

Very truly yours,

W. C. Williams
State Highway Engineer

By
G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall
VPJ:kg:gm

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
February, 1958

INVESTIGATION OF WARRANT FOR TRAFFIC SIGNALS
Pacific Highway - Ashland

Recommendation:

As the result of this investigation, the following recommendations are made:

1. That fixed time traffic signals be installed at the following intersections:

    Main & Helman Streets
    Main & Pioneer Streets
    "C" & Pioneer Streets
    "C" & Second Streets

2. That the existing semi-actuated traffic signal at the intersection of Main and Second Streets be converted to fixed-time operation.

3. That all of the fixed-time signals be interconnected to form a progressive system for over-all control of traffic on the one-way couplet.

4. That a three-phase fully-actuated traffic signal be installed at the intersection of Siskiyou Boulevard, Iowa Avenue and Beach Street.

5. The estimated cost of the recommended work is as follows:

Fixed-time signal system, complete	$ 21,500
Fully-actuated traffic signal	8,500
Total	$ 30,000

Historical Background:

This investigation and report is in response to a verbal request from Mr. E. C. Biegel, City Superintendent, City of Ashland.

Investigation:

At the present time, Main and "C" Streets form a one-way couplet for US99 between Helman and Third Streets, with "C" Street carrying northbound and Main Street southbound traffic. Both streets are two lanes in width and the total 1956 ADT on the two streets was approximately 15,000 vehicles. There is a semi-actuated traffic signal at the intersection of Main and Second Streets which was installed prior to the establishment of the one-way couplet. The central business district of the city is concentrated along Main Street in the one-way section.

Siskiyou Boulevard (US99), Iowa Avenue, Beach Street and Morse Street form a six-way intersection. At this intersection is a non-standard traffic signal which was installed by the City of Ashland. During normal hours this signal gives a continuous flashing amber indication to Siskiyou Boulevard. During periods when school children are crossing the highway the signal changes to a fixed-time red, amber, flashing amber operation. There is no side-street vehicle indication. This signal has been the subject of numerous complaints by out-of-town motorists. Because of both grade and high schools in the immediate vicinity, this intersection is a major school crossing.

In the table below are summarized the accident records of the five intersections studied:

Intersection	Total Accidents	Persons Killed	Persons Injured	Preventable Accidents 3/
Main & Helman 1/	3	0	0	0
Main & Pioneer 1/	8	0	3	0
"C" & Pioneer 1/	2	0	0	0
"C" & Second 1/	2	0	1	1
Siskiyou & Iowa 2/	36	0	7	4

1/ Covers period from November 1, 1956, to November 30, 1957.
2/ Covers period from January 1, 1952, to November 30, 1957.
3/ Accidents preventable by traffic signals.

Sixteen-hour vehicle and pedestrian counts were taken at the various intersections studied during the week of January 20, 1958. The volume data are summarized in the following table:

Intersection	Total Entering Volume 1/	Cross Street Volume 1/	Pedestrians Across US99 1/	Average Hourly Volume 2/
Main & Helman	7,577	337	122	541
Main & Pioneer	7,358	1,205	649	529
"C" & Pioneer	7,046	499	174	528
"C" & Second	6,988	964	226	594
Siskiyou & Iowa	10,734	1,370	837	874

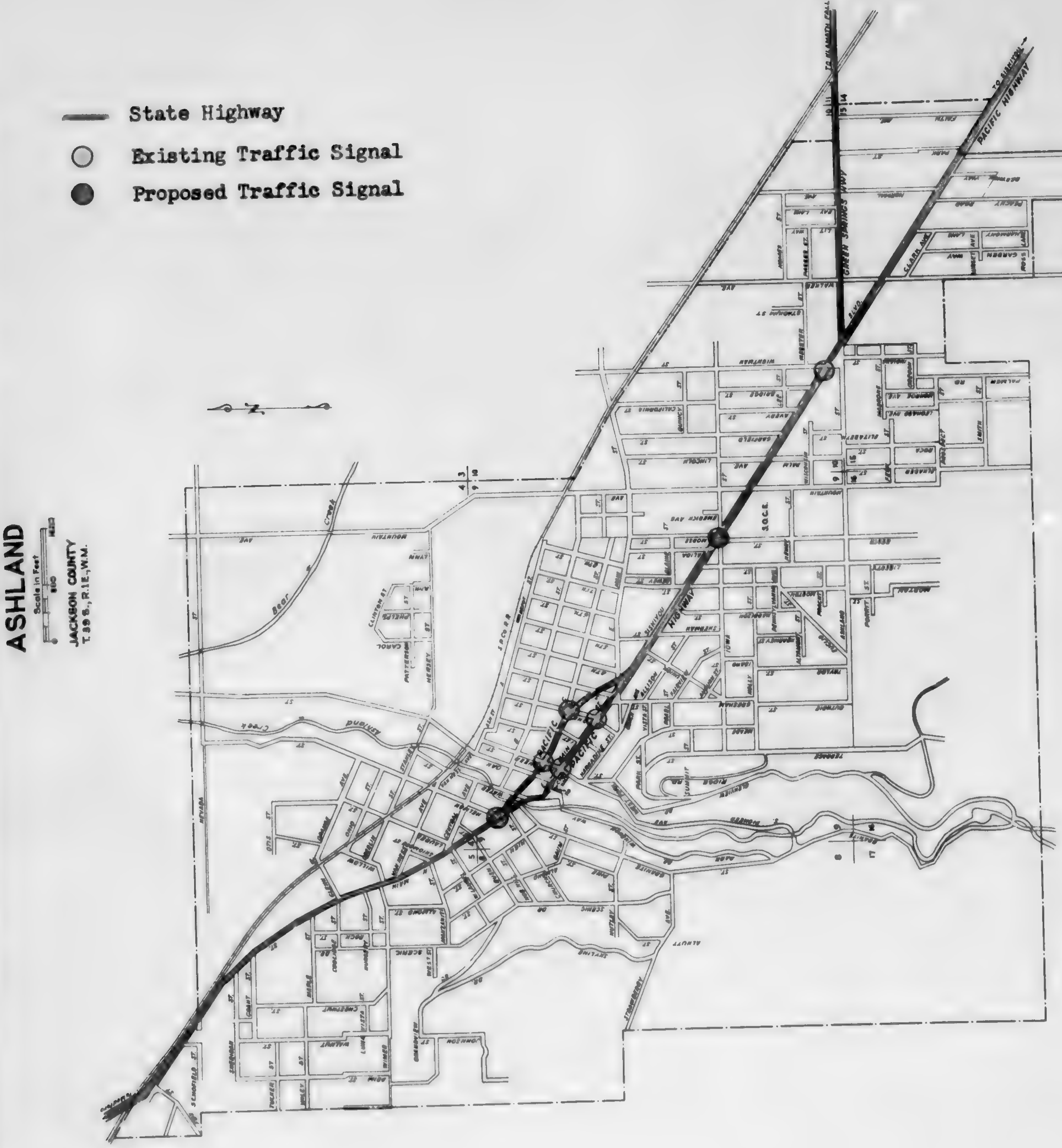
1/ Sixteen-hour volume.
2/ Average hourly total volume during maximum eight hours.

The standard warrants for the installation of traffic signals in urban areas require that the average hourly total entering volume during the maximum eight hours be at least 750. On the basis of the January counts, only the Iowa Avenue intersection meets the standard warrants. However, when the volumes for the other intersections are placed on an average daily bais for the year, they very closely approach this portion of the warrant. In addition to the total volume requirement, an intersection, to warrant fixed-time traffic signals, must have approximately one-fourth of all entering traffic from the cross street. This portion of the warrant is not met or even closely approached.

However, there are no standard warrants for the installation of traffic signals on one-way street couplets. Of prime consideration in the signalization of such a facility is the over-all control of traffic through enforced platooning of vehicles to allow safe crossing of pedestrians and vehicles at non-signalized intersections and to control the speed of vehicles on the couplet. The installation of an interconnected system of fixed-time signals at the intersections investigated, plus conversion of the existing semi-actuated signal at the Main and Second Streets intersection and its interconnection with the system, would serve the purpose of over-all control.

At the Iowa Avenue intersection the highway volumes are so high that signalization is desirable to allow cross-street vehicles and, particularly, school children to cross. Its location is such that it would not fit into the proposed interconnected system and, also, its six-way character makes three-phase operation mandatory. Study has been given to the possibility of making two of the side-street legs one-way away from the intersection but the volume distribution is such that such action would not be desirable. It is recommended that a three-phase fully actuated signal be installed at this intersection.

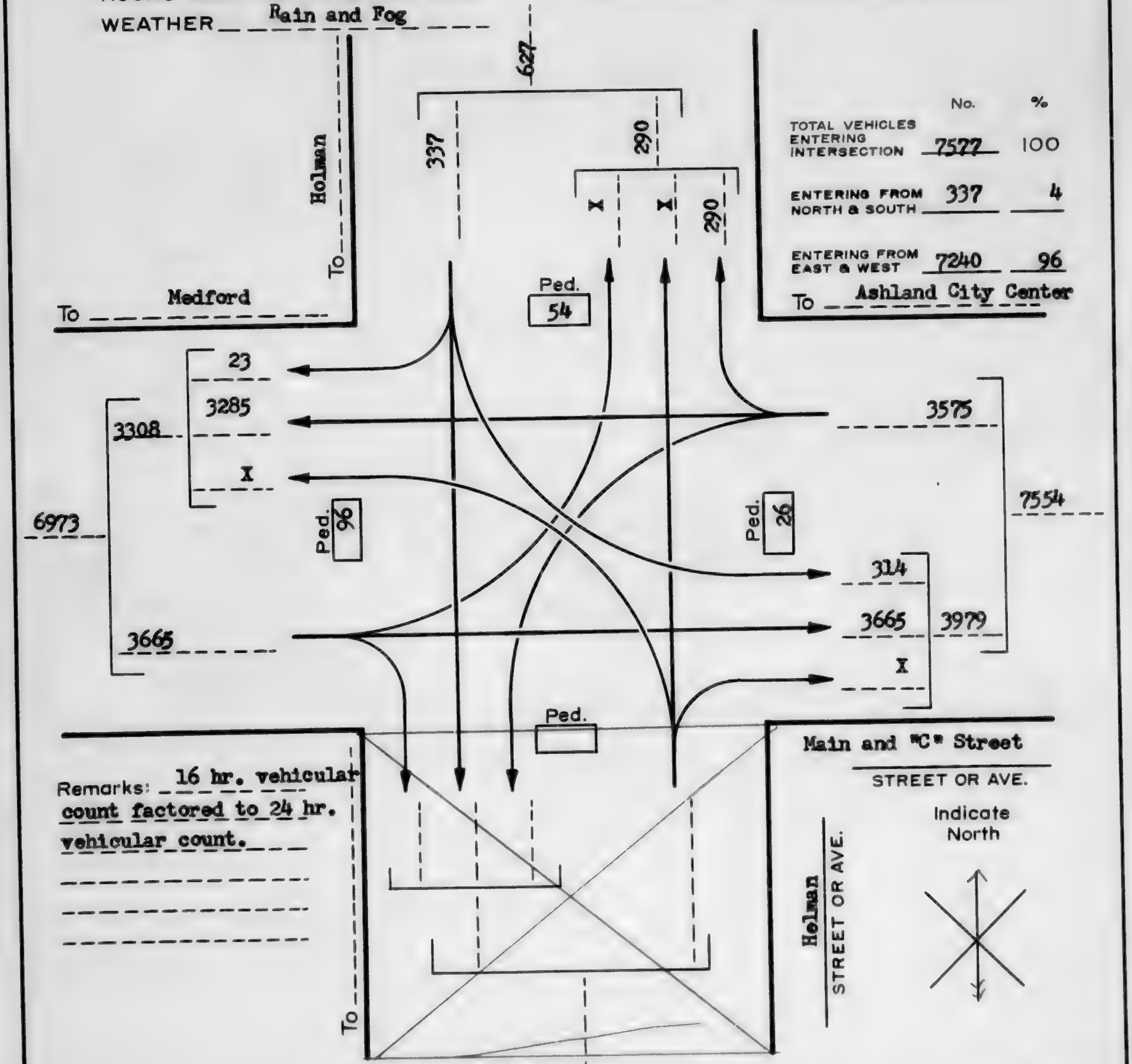
VPJ:kg


State Highway
○ Existing Traffic Signal
● Proposed Traffic Signal
ASHLAND
Scale in Feet
JACKSON COUNTY
T.39S., R.1E., W.M.
TO KLAMATH FALLS
GREEN SPRINGS HWY
PACIFIC HIGHWAY
HIGHWAY
Bear Creek
Ashland Creek

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE January 23, 1958
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Rain and Fog

CITY OF Ashland
INTERSECTION OF Main , "C"
AND Helman Street
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7577	100
ENTERING FROM NORTH & SOUTH	337	4
ENTERING FROM EAST & WEST	7240	96

To Ashland City Center

Remarks: 16 hr. vehicular count factored to 24 hr. vehicular count.

Main and "C" Street
STREET OR AVE.

Helman
STREET OR AVE.

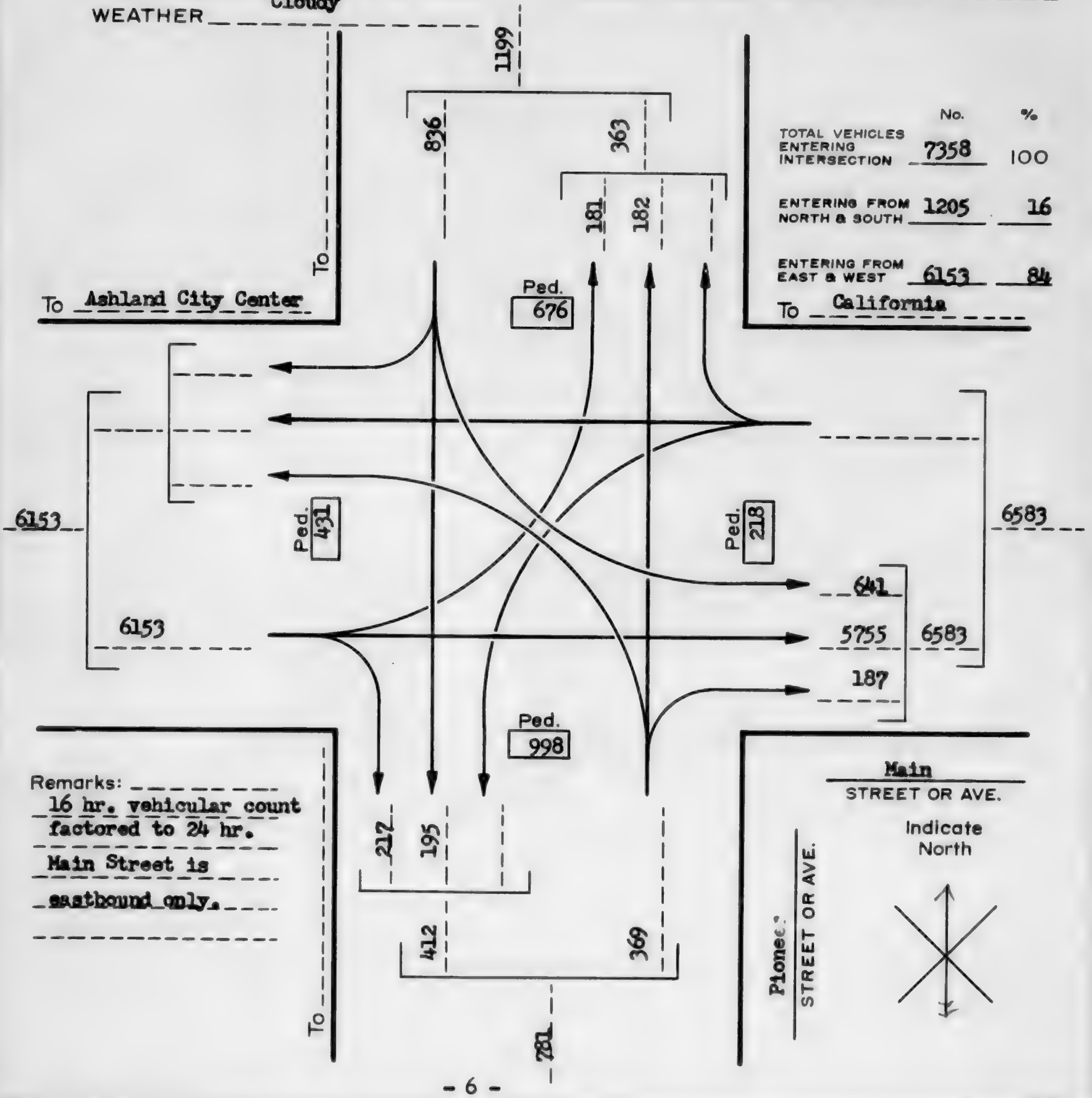
Indicate North

12-55

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE January 21, 1958
DAY OF WEEK Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Cloudy

CITY OF Ashland
INTERSECTION OF Main
AND Pioneer
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



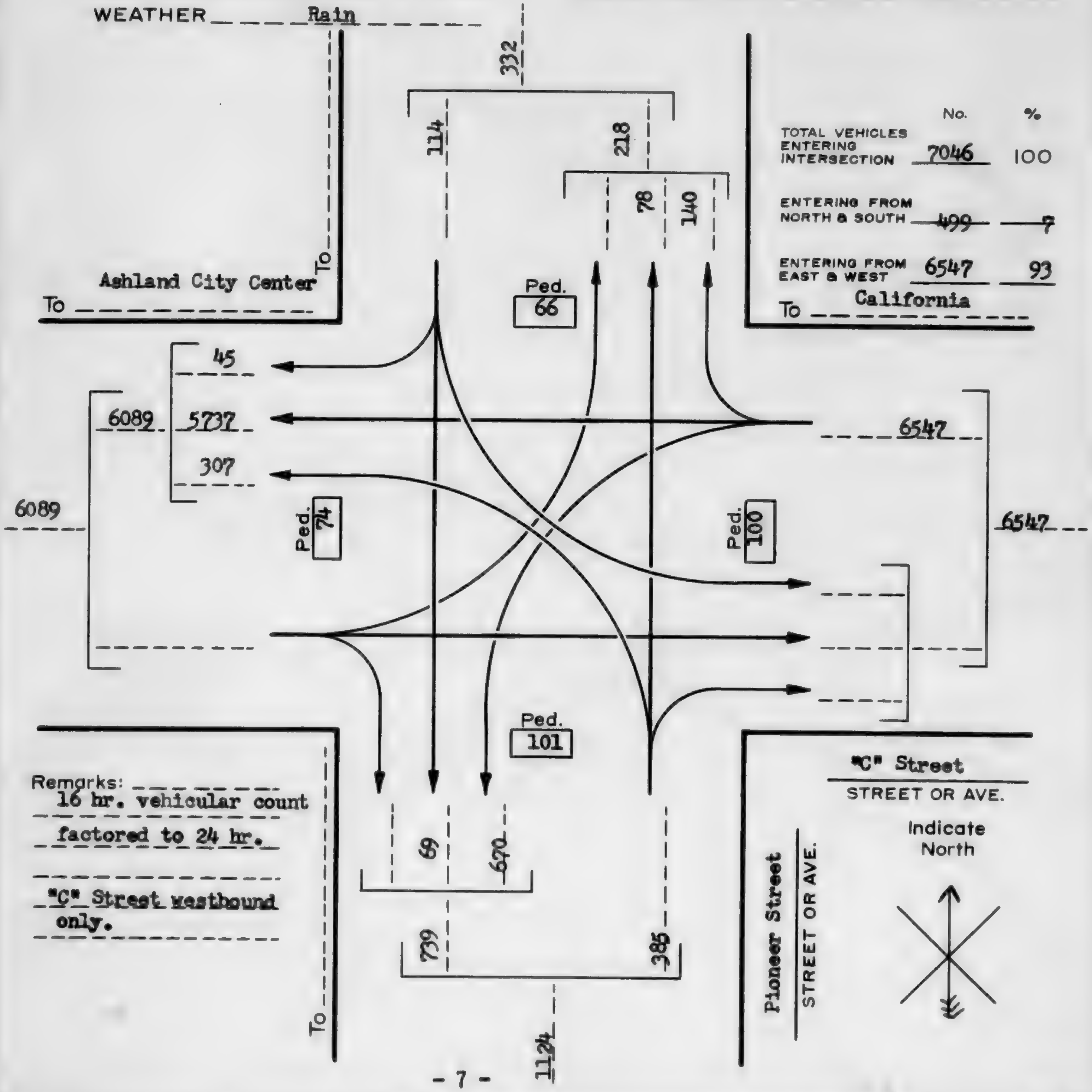
	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7358	100
ENTERING FROM NORTH & SOUTH	1205	16
ENTERING FROM EAST & WEST	6153	84

Remarks:
16 hr. vehicular count factored to 24 hr.
Main Street is eastbound only.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE January 15, 1958
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Rain

CITY OF Ashland
INTERSECTION OF "C" Street
AND Pioneer Street
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7046	100
ENTERING FROM NORTH & SOUTH	499	7
ENTERING FROM EAST & WEST	6547	93

Remarks:
16 hr. vehicular count
factored to 24 hr.

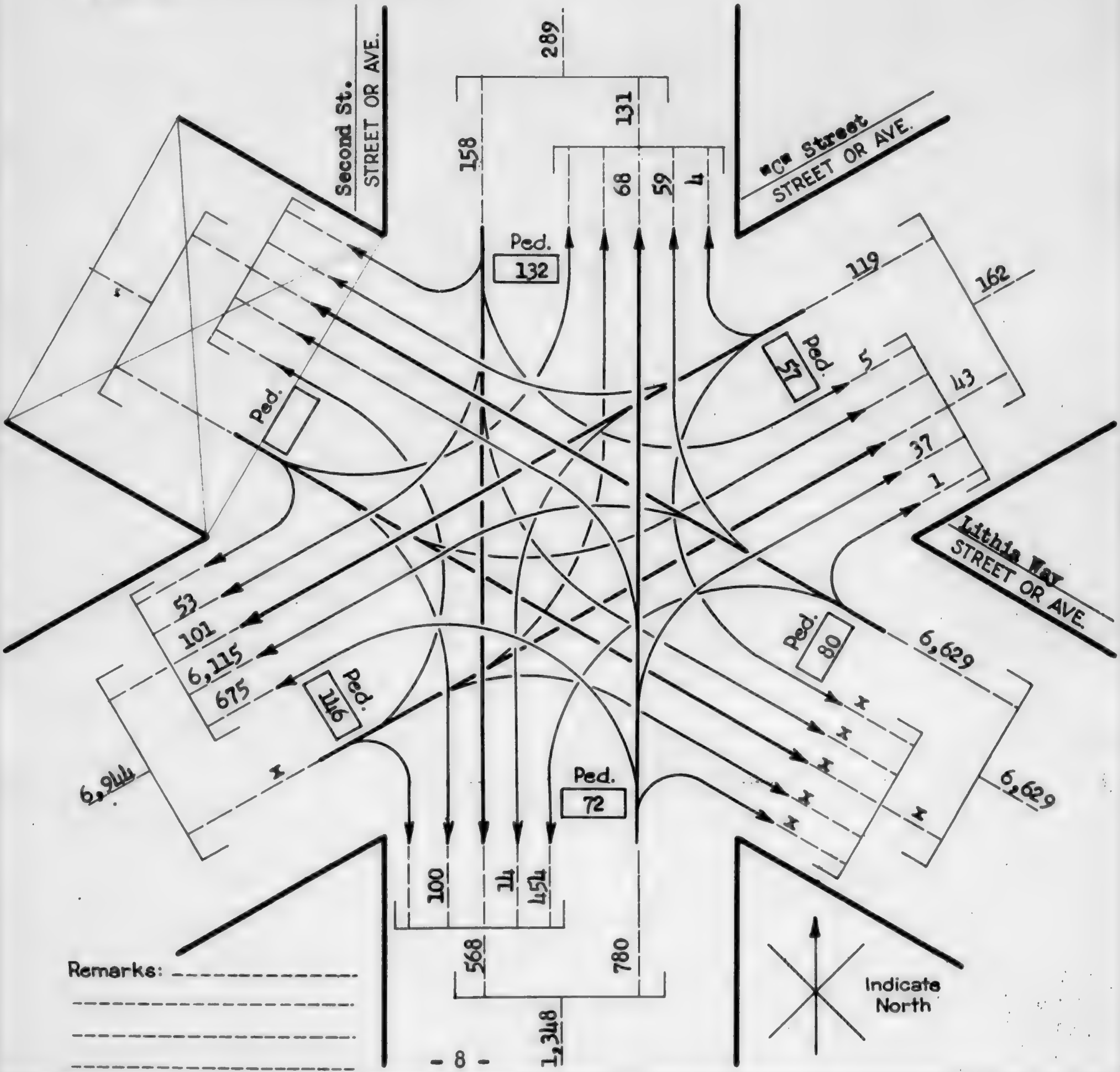
"C" Street westbound
only.

Form 493A

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DEPARTMENT
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE January 14, 1958
DAY OF WEEK Tuesday
ACTUAL COUNT(VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER

CITY OF Ashland
INTERSECTION OF "C" St. & 2nd & Lithia Way
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



Remarks:

Form 493A

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DEPARTMENT
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE January 14, 1958

DAY OF WEEK Tuesday

ACTUAL COUNT(VEH.) 16 HRS.

HOURS COUNTED 6 AM - 10 PM

PEDESTRIAN COUNT 16 HRS.

HOURS COUNTED 6 AM - 10 PM

WEATHER

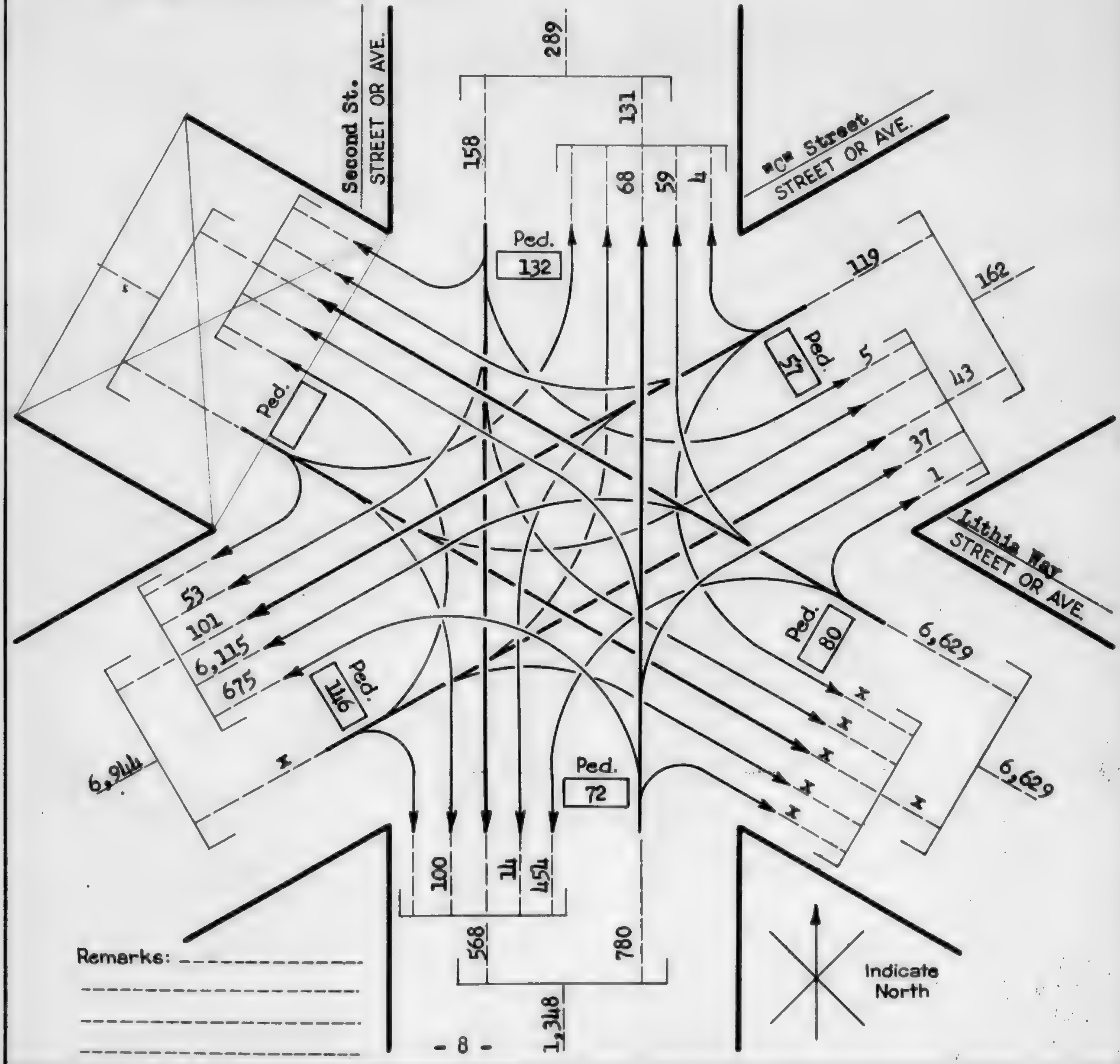
CITY OF Ashland

INTERSECTION OF "C" St. & 2nd & Lithia Way

STATION NO.

CODE NO.

CLASSIFICATION All Vehicles



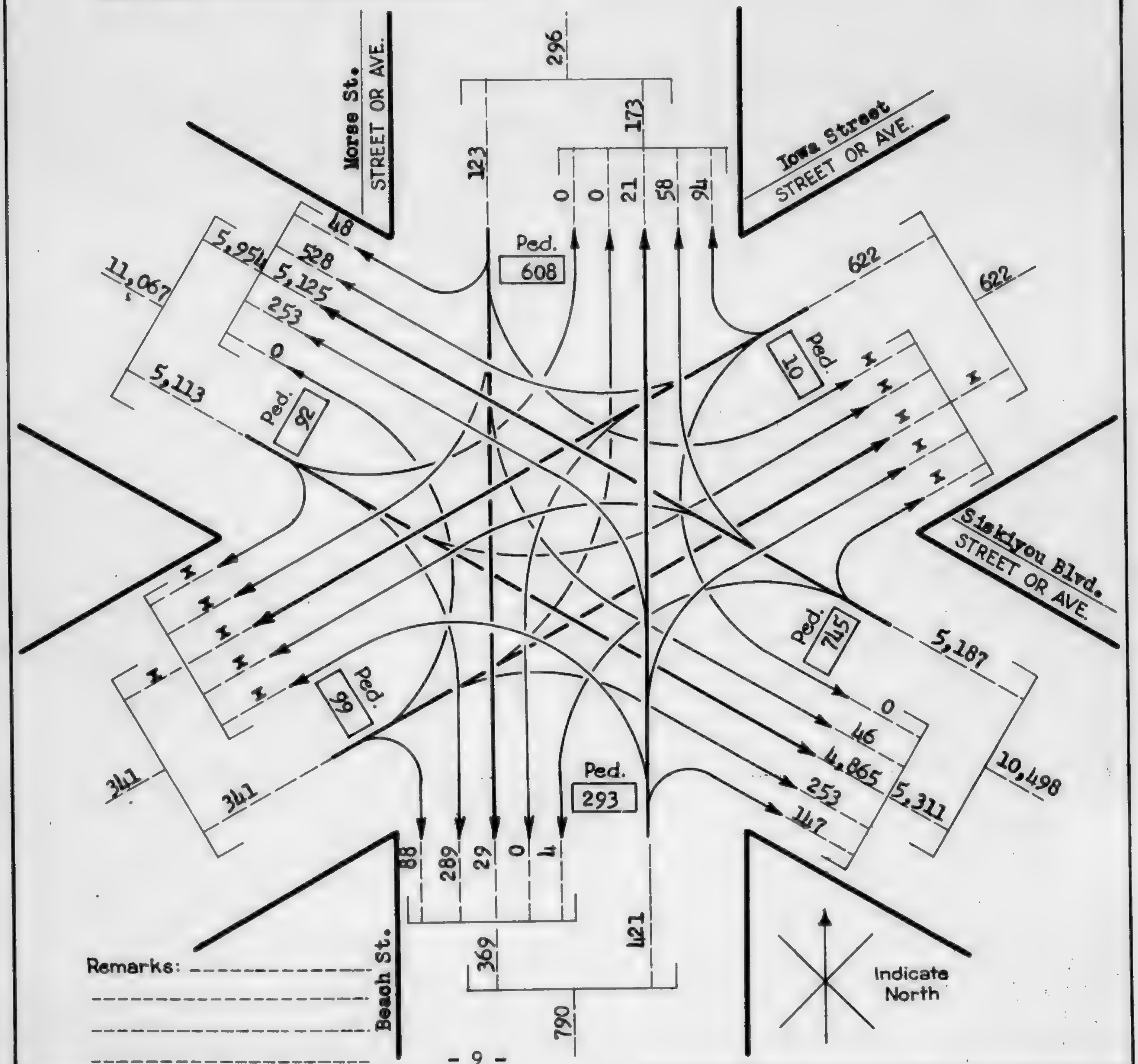
Remarks:

Form 493A

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DEPARTMENT
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE January 8, 1958
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER

CITY OF Ashland
INTERSECTION OF Siskiyou Blvd. & Iowa & Beach
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



Remarks:

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
February, 1958

SUMMARY OF TRAFFIC COUNTS
Week of January 20, 1958

	Main & Helman Streets			
Time	Main Street Volume	Cross Street Volume	Total Entering Volume	Pedestrians Across US99
6 - 7 AM	147	4	151	2
7 - 8	439	18	457	3
8 - 9	440	24	464	19
9 - 10	381	24	405	3
10- 11	448	13	461	4
11- 12	470	14	484	5
12- 1 PM	471	25	496	7
1 - 2	466	31	497	14
2 - 3	506	24	530	5
3 - 4	557	19	576	20
4 - 5	676	24	700	14
5 - 6	563	27	590	11
6 - 7	371	22	393	5
7 - 8	285	18	303	2
8 - 9	180	5	185	2
9 - 10	182	14	196	6
Total	6,582	306	6,888	122

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
February, 1958

SUMMARY OF TRAFFIC COUNTS
Week of January 20, 1958

	Main & Pioneer Streets			
Time	Main Street Volume	Cross Street Volume	Total Entering Volume	Pedestrians Across US99
6 - 7 AM	96	14	110	2
7 - 8	338	37	375	7
8 - 9	380	43	423	16
9 - 10	387	64	451	33
10- 11	387	71	458	74
11- 12	342	92	434	78
12- 1 PM	354	99	453	73
1 - 2	395	82	477	74
2 - 3	457	103	560	56
3 - 4	482	96	578	78
4 - 5	506	140	646	90
5 - 6	509	101	610	40
6 - 7	325	42	367	10
7 - 8	278	50	328	10
8 - 9	182	30	212	6
9 - 10	176	31	207	2
Total	5,594	1,095	6,689	649

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Divison
February, 1958

SUMMARY OF TRAFFIC COUNTS
Week of January 20, 1958

Time	"C" & Pioneer Streets			
	Main Street Volume	Cross Street Volume	Total Entering Volume	Pedestrians Across US99
6 - 7 AM	113	13	126	1
7 - 8	235	15	250	3
8 - 9	345	30	375	11
9 - 10	267	21	288	5
10- 11	345	27	372	7
11- 12	376	27	403	14
12- 1 PM	494	28	522	12
1 - 2	409	28	437	12
2 - 3	467	49	516	11
3 - 4	583	45	628	25
4 - 5	667	43	710	33
5 - 6	589	51	640	17
6 - 7	308	27	335	14
7 - 8	316	26	342	2
8 - 9	250	12	262	6
9 - 10	187	12	199	1
Total	5,951	454	6,405	174

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
February, 1958

SUMMARY OF TRAFFIC COUNTS
Week of January 20, 1958

"C" & Second Streets

Time	Main Street Volume	Cross Street Volume	Total Entering Volume	Pedestrians Across US99
6 - 7 AM	84	15	99	0
7 - 8	228	16	244	0
8 - 9	386	39	425	13
9 - 10	306	63	369	15
10- 11	393	67	460	23
11- 12	405	81	486	26
12- 1 PM	500	92	592	14
1 - 2	445	88	533	25
2 - 3	453	86	537	15
3 - 4	612	94	706	30
4 - 5	710	97	807	32
5 - 6	526	104	630	16
6 - 7	247	33	280	6
7 - 8	301	41	342	6
8 - 9	195	25	220	3
9 - 10	233	25	258	2
Total	6,024	966	6,988	226

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
February, 1958

SUMMARY OF TRAFFIC COUNTS
Week of January 20, 1958

Time	Siskiyou Blvd. & Iowa Street Main Street Volume	Cross Street Volume	Total Entering Volume	Pedestrians Across US99
6 - 7 AM	123	17	140	1
7 - 8	403	57	460	25
8 - 9	576	185	761	196
9 - 10	523	66	589	10
10- 11	619	73	692	16
11- 12	708	97	805	120
12- 1 PM	790	104	894	155
1 - 2	707	95	802	9
2 - 3	689	78	767	51
3 - 4	826	136	962	159
4 - 5	939	143	1,082	48
5 - 6	811	105	916	17
6 - 7	468	50	518	12
7 - 8	448	43	491	15
8 - 9	377	64	441	3
9 - 10	357	57	414	0
Total	9,364	1,370	10,734	837

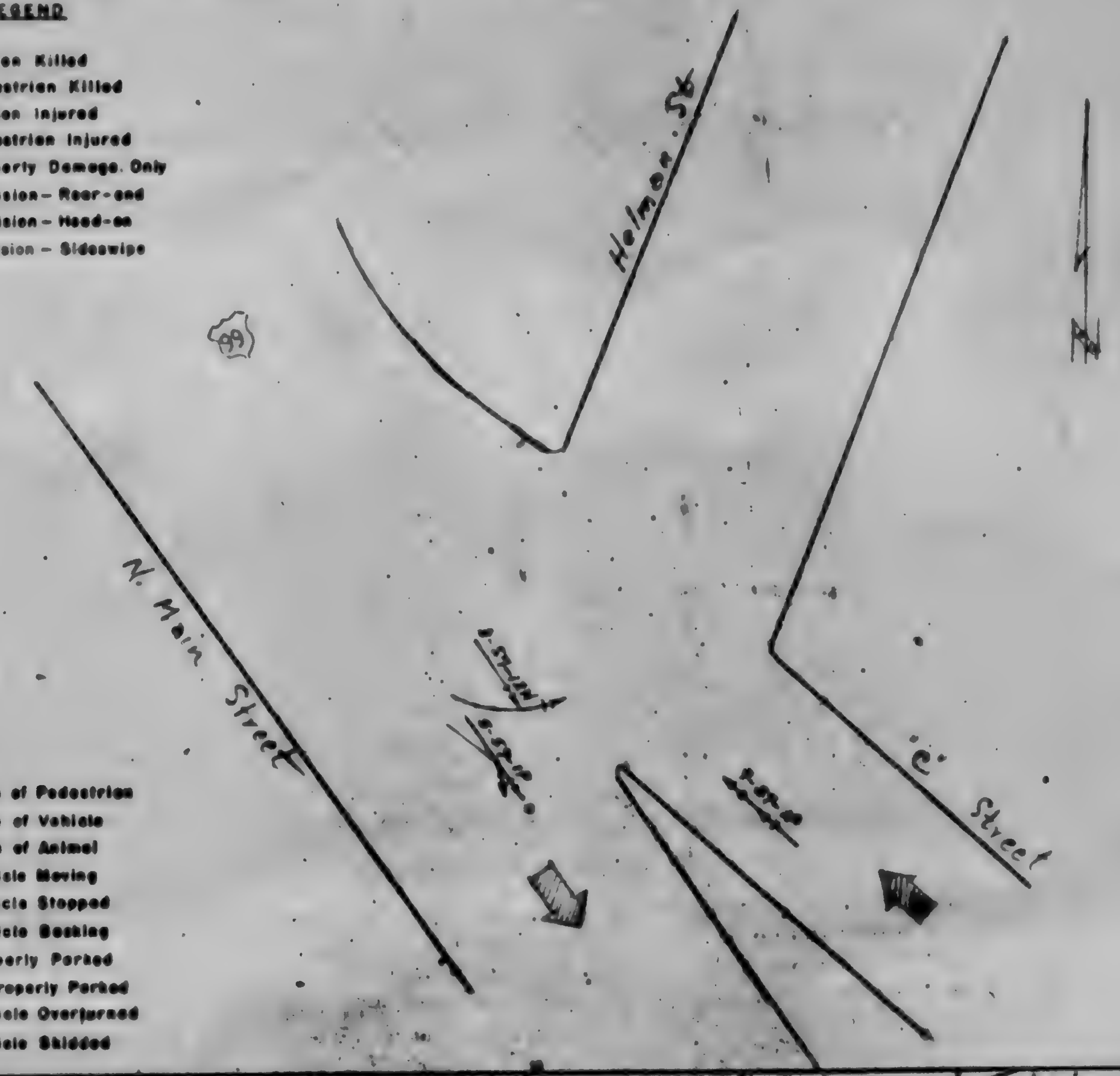
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Ashland County Jackson
Intersection of N. Main St. and Helman St.
Highway Number 1 US99.
Period Covered 11-10-56 to 11-30-57
Compiled by LD Drawn by Date 1-3-58

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe



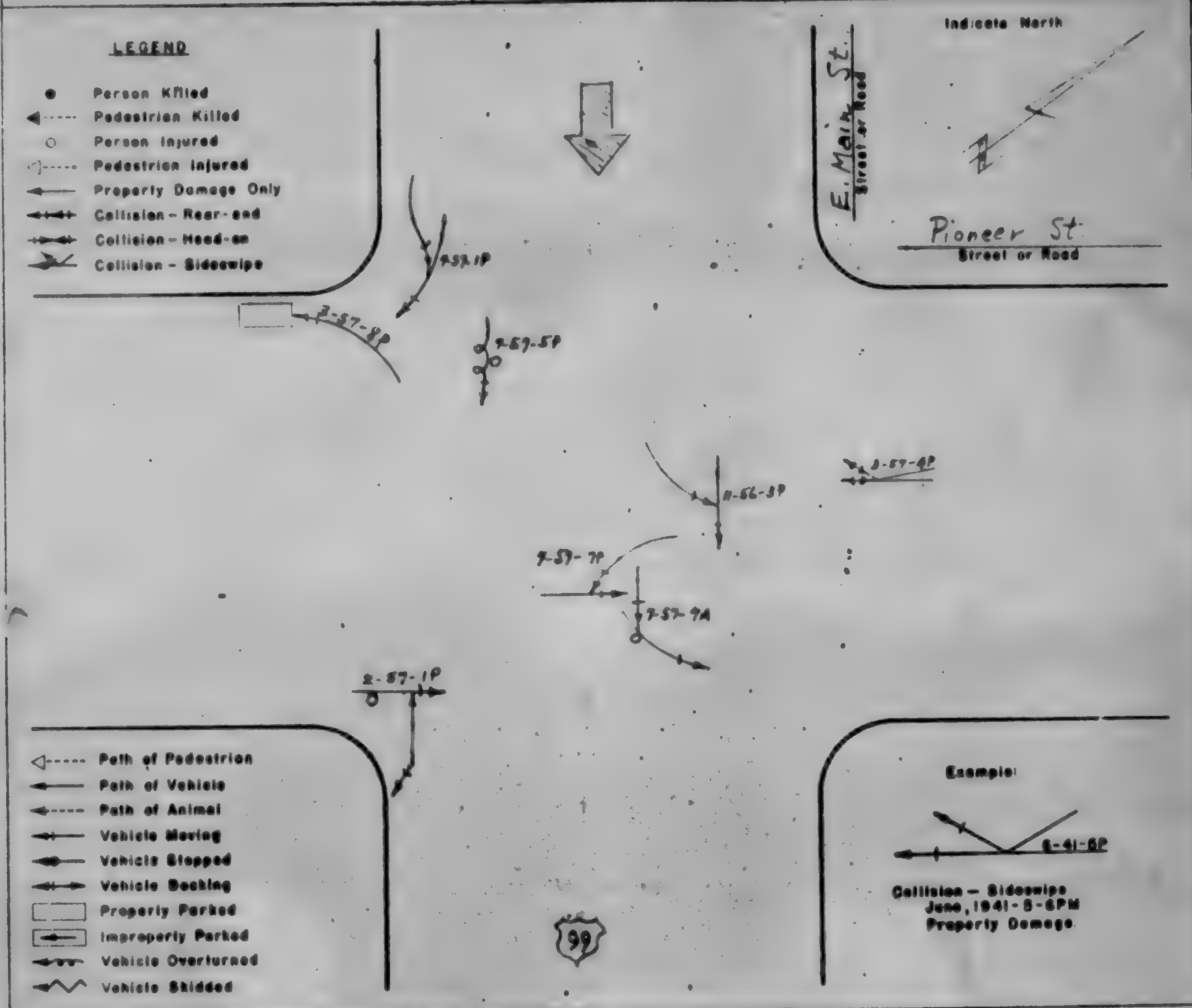
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	11-10-56 to 12-31-56				11 Mos - 1957												Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end							1	1											1	1
Sideswipe							1	1											1	1
Turning Movement							1	1											1	1
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc																				
TOTAL				—			3	3											3	3

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of *Ashland* County *Jackson*
Intersection of *E. Main St.* and *Pioneer*
Highway Number *1 US99*
Period Covered *11-1-56* to *11-30-57*
Compiled by *LD* Drawn by ______ Date *1-3-58*



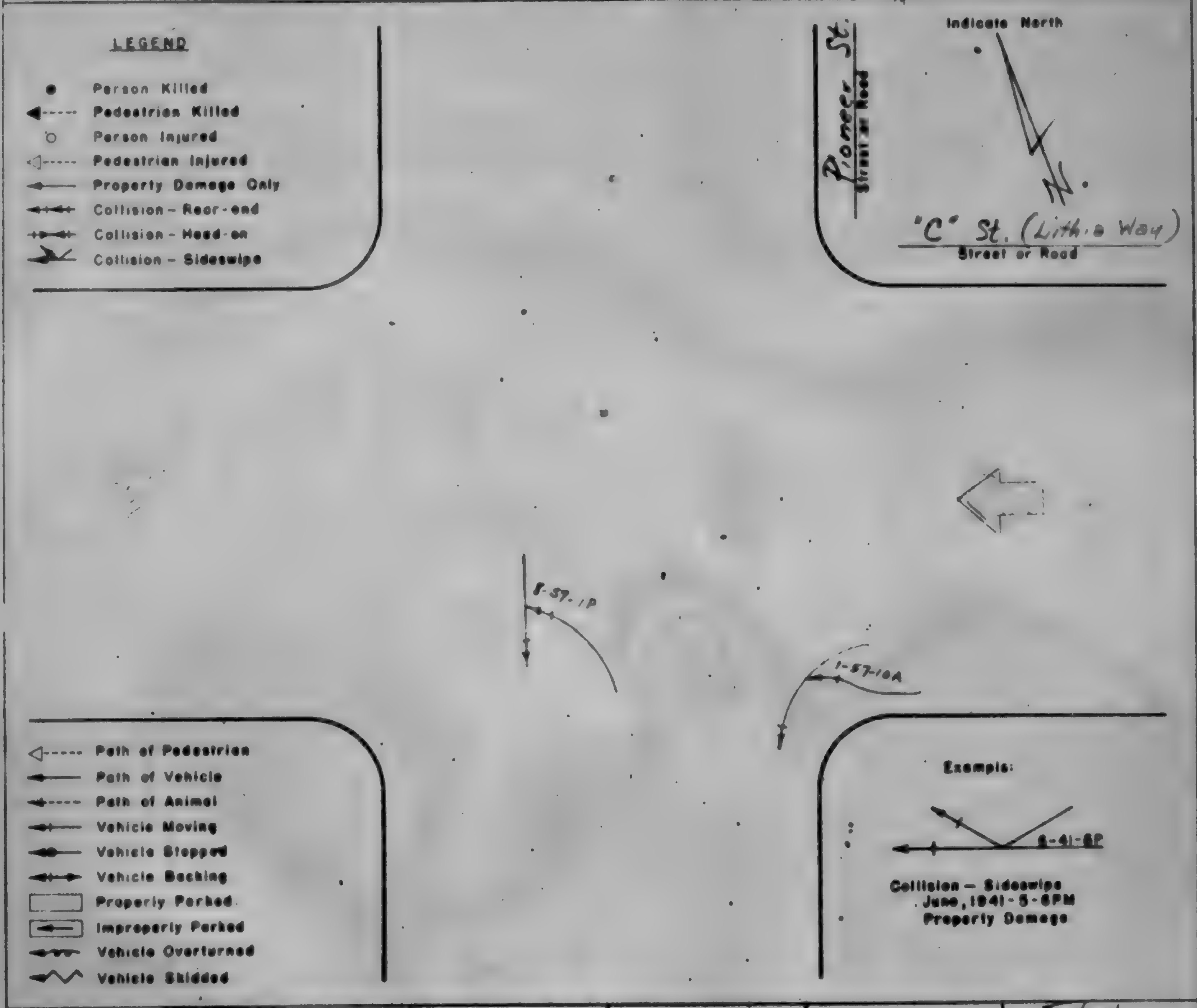
Collision Type	*11-10-56 to 12-31-56*				*11 Mos. 1957*												*Total*			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe							1	1												
Turning Movement			1	1		1	2	3										1		
Parking						1	1	2										1		
Non-collision						1		1										1		
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL			1	1		3	4	7										3	5	8

Form E-260—2M—11-48

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Ashland County Jackson
Intersection of "C" St (Lithia Way) and Pioneer St.
Highway Number 1 - US99
Period Covered 11-10-56 to 11-30-57
Compiled by LD Drawn by Date 1-3-58



Collision Type	11-10-56 to 11-30-57				11 mos - 1957												Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement							1	1											1	1
Parking							1	1												
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				–			2	2											[illegible]	–

Form E-260 — 2M — 11-46

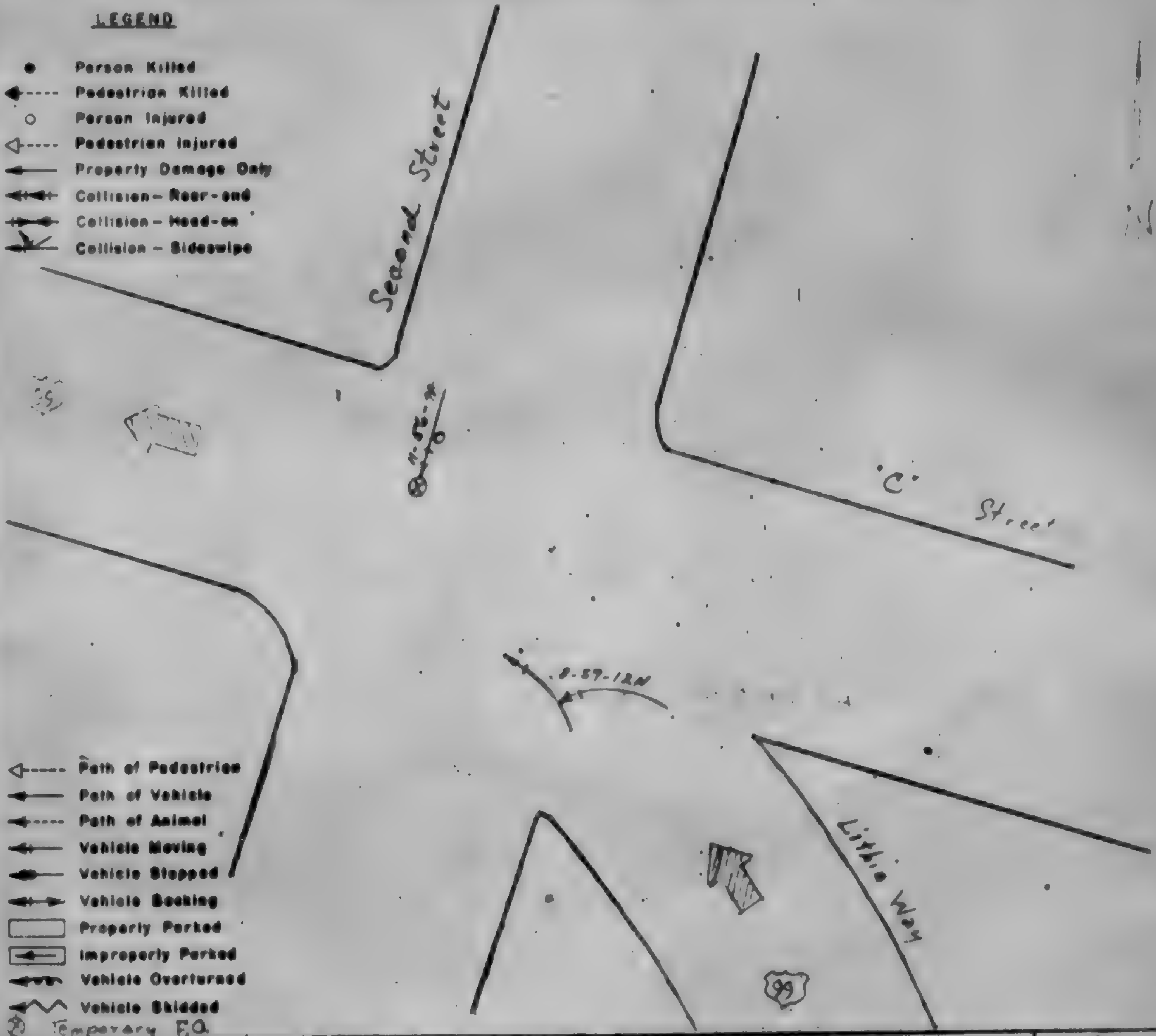
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Ashland County Jackson
Intersection of 'C' St. and Second
Highway Number 1 - US99 -
Period Covered 11-10-56 to 1-30-57
Compiled by LD. Drawn by Date

LEGEND

- ● Person Killed
- ◄---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ◄— Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

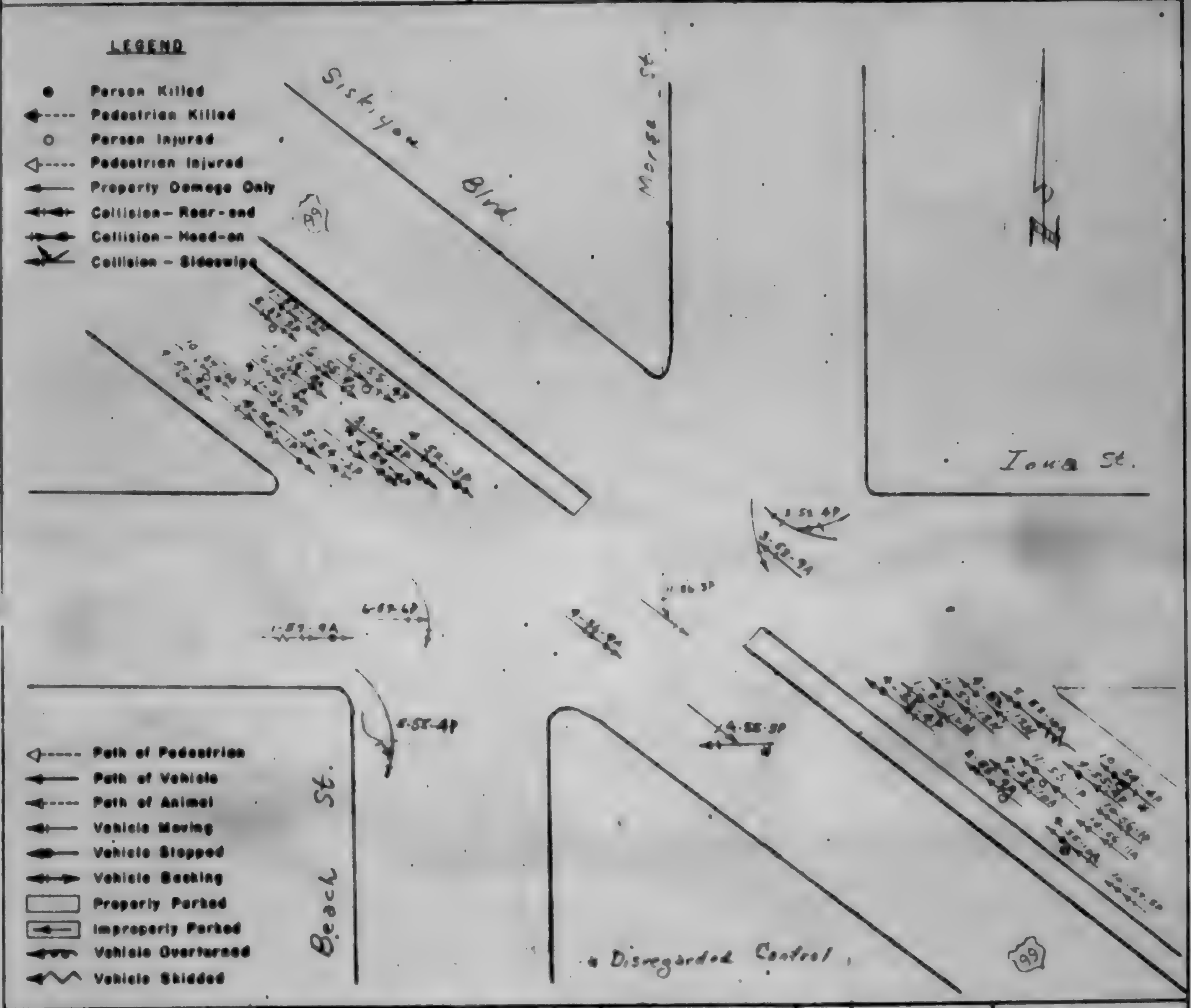


- ◁---- Path of Pedestrian
- ◄— Path of Vehicle
- ◄---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded
- Temporary F.O.

Collision Type	11-10-56 to 12-31-56				1 Mos. - 1957												Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head - on																				
Rear-end																				
Sideswipe																				
Turning Movement							1	1												
Parking																				
Non-collision																				
Fixed Object		1		1														1		
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1		1			1	1										1	1	2

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of Ashland County Jackson
Intersection of Siskiyou Blvd and Beach St - Iowa St. Morse St.
Highway Number 1 US99
Period Covered 1-1-52 to 11-30-57
Compiled by LD Drawn by ______ Date 1-6-58



Collision Type	1952-1953				1954-1955				1956				11 Mos. - 1957				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle							1	1											1	1
Head-on																				
Rear-end			6	6		5	7	12			6	6		2	3	5		7	22	29
Sideswipe																				
Turning Movement			2	2							1	1			1	1			4	4
Parking							1	1											1	1
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing															1	1			1	1
Misc.																				
TOTAL			8	8		5	9	14			7	7		2	5	7		7	29	36

RECEIVED
JAN 30 1958
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MC IVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

151645

5443

January 28, 1958

Mr. Allan Markley
Illinois Valley News
Cave Junction, Oregon

Dear Mr. Markley:

This will acknowledge your letter of December 29, with your comment regarding the signal on the route of US99 on the outskirts of the City of Ashland. You comment that this particular signal tends to be a non-standard type installation.

Your point is well taken with regard to this particular signal. I might say that the signal was initially installed by the City to augment the operation of a school boy patrol, and under such arrangement, I believe it was satisfactory. Subsequently, the school patrol was discontinued and we are presently working with the City officials to revise the installation to conform with standard type operation.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By FB Crandall
F. B. Crandall
Traffic Engineer

FBC:dp
bc: G. S. Paxson ✓

RECEIVED
JAN 28 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
JAN 6 - 1958
FOR FILING
15-1615
5442

Illinois Valley NEWS

Cave Junction, Oregon

James M. McDermott, Publisher

Telephone 3401

December 29, 1957

Oregon State Highway Department
Traffic Safety Branch
Salem, Oregon

Gentlemen:

I have driven in many states from Maine to the West Coast and here I encountered a traffic light which puzzles me. While it may be a legal light, it is certainly confusing to motorists and I would like to inquire about it.

The situation is one where there is a yellow blinking light (which according to all the rules is a caution light). This one, however, turns to a red stop light, and then goes back to the blinking yellow.

It is situated on the outskirts of the city of Ashland Ore., on a through travel route (divided with a grass plot in the middle, one way traffic on either side). I have an idea that I am one of hundreds of motorists who have been fooled by it and are practically on the light when it turns red. It is my feeling that this light should be changed so that there is an amber light (not of the blinking type) which is used as a warning before the red is flashed. Such an operation is one which is familiar to anyone who has driven a great deal.

While the light in question is within the city limits of the city of Ashland it is, of course, a city light and obligation. However, since it is on a through traffic route (U.S. 99) it should conform to the general rules, and I believe the city should and can be compelled to make the proper changes recommended by your office.

Any information you can give me will be appreciated,

sincerely

Allen Warkley

Original to
Mr. Crandall
"Please answer direct
as I will be gone!"
G.S.P.

NOTED
G. S. PAXSON

18-1603 Klamath Falls Traffic Signals 1959
(6th at Washburn Way)
#5444

RECEIVED
59
FOR

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 18, 1959

1K 1603			
~~(CONTRACT NO.)~~	(EST. NO.)	(CONTRACTOR)	
5444	4 F	Steeck Electric Company	
~~(VOUCHER NO.)~~	(WARRANT NO.)	(AMOUNT)	(DATE)
27999	98060	$ 5,688.20	11-17-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 80 workdays from April 26, 1959

Time Extensions: None of record

Completion Date: August 19, 1959

Date Accepted: November 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: November 18, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: NOV 18 1959

RECEIVED
NOV -5 1959
FOR FILING

[illegible]

5444

November 4, 1959

Maryland Casualty Co.,
Baltimore 3
Maryland

Gentlemen:

State Highway contract #5444 for traffic signal installation on East 6th St. at Washburn Way in Klamath Falls on the Klamath Falls-Lakeview Highway in Klamath County was completed by the contractor, Steeck Electric Co., on August 19, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $5,688.20 will be released to the contractor after acceptance by the Commission. The total contract amount is $9,560.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Co.,
W. O. Knox Ins. Service
American Bank Bldg.,
Portland, Oregon

RECEIVED
JUL 20 1959
FOR FILING

5-16-3

5444

Salem, Oregon
July 20, 1959

Klamath Falls Traffic
Signals, Contract 5444

Mr. Ivan D. Merchant

I have considerable sympathy with the Steeck Electric Company's request for an extension of time due to nondelivery of the steel poles; however, I do not believe we should grant an extension of time until the job is completed and then evaluate the efforts that the contractor has made to make up the lost time in delivery. I would suggest that we hold this until that time.

G. S. Paxson

GSP:gm
cc Mr. W. C. Williams

July 11, 1959

M. W. Moore
Res. Bridge Engineer
P. O. Box 1090
Klamath Falls, Oregon

Subject: KLAMATH FALLS TRAFFIC SIGNAL
JOB #5444

Dear Sir:

We wish to request a thirty-day extension of time to complete the above-captioned job.

Our reason for making this request is because the pole manufacturer cannot make delivery of the poles for the above job until the 31st of July.

We do not have any recourse to extend our penalty to the pole supplier because we had to cancel our order for the poles which we ordered from Union Metal Company because they backed down on their delivery date of June 1st and could not make delivery until August 21st. So we had to reorder the poles from Urubots & Bushnell and it is not possible for them to have them manufactured before July 31st.

I hope that you will take this into consideration and allow me this extension of time, because the poles were ordered April 6, 1959, which should indicate that I made every effort to complete this job on time.

Very truly yours,

STEECK ELECTRIC CO.

Herman Steeck
Herman Steeck, Owner

HS:jj

$9000 contract
$30 per day, penalty

COPY

RECEIVED
MAY 6 - 1959
FOR FILING
15-1603
5444

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 5, 1959

Steeck Electric Company
P. O. Box 1243
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5444, awarded April 16, 1959,
for traffic signal installation on the
East 6th St. at Washburn Way Jct., Klamath
Falls-Lakeview Highway in Klamath Falls,
Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

A

RECEIVED
APR 27 1959

FOR FILING
18-1603

5444

April 16, 1959

Steeck Electric Company
628 South Riverside
Medford, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5444 for installation of the Klamath Falls Traffic Signals (6th at Washburn Way) in Klamath County.

This award was based on your bid of $9,560.00 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

p

RECEIVED
MAR 30 1959
FOR FILING

78-7603

2444

Salem, Oregon
March 26, 1959

MISC. CONTRACTS and
AGREEMENTS No. 2065

Traffic Signal Agreement
City of Klamath Falls.

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of an agreement with the City of Klamath Falls covering the installation of traffic signals at the intersection of Sixth Street and Washburn Way in Klamath Falls.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City of Klamath Falls.

Ass't. Secretary

rn
Attach: 1

R

RECEIVED
MAR 27 1959
FOR FILING
R-1145
54/[illegible]

March 26, 1959

Rosie Keller, City Recorder
City Hall
Klamath Falls, Oregon

Dear Madam:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Klamath Falls covering the installation of traffic signals at the intersection of Sixth Street and Washburn Way in Klamath Falls.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By______________________________
C. W. Head, Assistant Secretary

rn
Enc.

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1959

SUBJECT: Traffic Signal Agreement
City of Klamath Falls

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the installation of traffic signals at the intersection of Sixth Street and Washburn Way in Klamath Falls. Two copies of the agreement have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on October 23, 1958.

C. G. Swenson
Engineer, County & City Relations

By John D. Graham

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

[illegible]
DATE 10-23-58 Min. Page 35
Lloyd Query
Secretary

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FOR FILING

18-1603

5444

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 16, 1959

SUBJECT: State-City Agreement
Proposed Traffic Signal Installation
S. Sixth Street & Washburn Way
Klamath Falls
ORE66 - Hwy: No. 20 - M.P. 2.13

To: Clarence Swenson
County & City Relations Engr.
Office

There are attached six copies of a State-City agreement covering the proposed installation of traffic signals at the intersection of S. Sixth Street (ORE66) and Washburn Way in the City of Klamath Falls. These agreements have been checked and found correct. You will note that the City is to pay one-fourth the cost of the installation.

Will you please care for the further processing of these agreements. We plan to let this to contract March 24, 1959.

Original Signed by
F. B. CRANDALL
F. B. Crandall
Traffic Engineer

VPJ:kf
Attachments
cc: C. S. Paxson

NOTED
C. S. PAXSON

RECEIVED
FEB 17 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 29, 1959

5444
To: Leonard L. Lindas
Chief Counsel
Office

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
S. Sixth St. (ORE66) at Washburn Way
Klamath Falls

At its meeting on October 23, 1958, the State Highway Commission approved the installation of traffic signal at the intersection of S. Sixth Street (ORE66) and Washburn Way in Klamath Falls. Will you please prepare the necessary State-City agreement:

1. The highway involved is the Klamath Falls-Lakeview Highway, No. 20, ORE66, which in this section of Klamath Falls is routed over S. Sixth Street.
2. The intersection involved is that of S. Sixth Street with Washburn Way and Midland Road. It might be stated that the cross street at this intersection is designated as Washburn Way north of the highway and Midland Road south of the highway.
3. It is planned to install a fully actuated traffic signal at this intersection as shown on the attached plans.
4. The installation is estimated to cost $11,000.
5. The State shall make the installation either with its own forces or by contract and in the first instance pay all costs thereof. The final cost shall be borne one-fourth by the City and three-fourths by the State.
6. The City when returning the signed agreements shall submit its check for one-fourth the estimated cost of the installation.
7. The City shall maintain the signal after installation and pay for all electrical energy consumed.
8. It is agreed between the two parties to this contract that at such time as the equipment installed under this agreement is in need of replacement the cost of such replacement shall be shared on the same basis as the original installation.

If after preparation you will submit the agreements to this office, we will check them and care for further processing.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

RECEIVED
JAN 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

VPJ:kg
Attachments
cc: G. S. Paxson
Clarence Swenson

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FOR FILING

18-1603

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4l-25
10-23-58

November 7, 1958

Mr. G. S. Vergeer
City Manager
City of Klamath Falls
Klamath Falls, Oregon

Dear Mr. Vergeer:

This will acknowledge receipt of your letter of November 5 concerning the signals at S. Sixth Street and Washburn Way.

We will immediately proceed with the preparation of plans and the drawing of an agreement between the City and State covering this matter. The Highway Commission at its last meeting approved the cooperation with the City on the basis of 75 percent State and 25 percent City.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. F. B. Crandall
Mr. C. G. Swenson

Salem, Oregon
November 7, 1958

Signal at S. Sixth Street
and Washburn Way in K. Falls

Mr. F. B. Crandall

Herewith copy of letter from Klamath Falls advising of the City's agreement to enter into the 25-75 participation cost of a signal at S. Sixth Street and Washburn Way.

Will you please proceed with the preparation of plans and confer with Mr. Swenson on the preparation and execution of the agreement. You have a copy of Mr. Glaisyer's letter to Mayor Slater concerning this matter.

F. B. Crandall

GBF:gm
Attach.

cc Mr. W. C. Williams
Mr. C. G. Swenson

CITY OF KLAMATH FALLS, OREGON
OFFICE OF THE CITY MANAGER

November 5, 1958

Oregon State Highway Commission,
Salem, Oregon.

NOTED
FLOYD QUERY

Attention: Mr. H. B. Glaisyer.

Dear Sir:

Reference is made to your letter under date of October 29, 1958 regarding the installation of a traffic signal at the intersection of South Sixth Street (ORE 66) and Washburn Way.

Please be advised that by formal action of the City Council, said installation is hereby approved and the City agrees to pay the amount determined in said letter, to be approximately $2,750 as our proportionate share.

Trusting you will proceed with the installation at your earliest convenience, I remain

Yours truly,

G. S. VERGEER,
City Manager.

GSV:MW

RECEIVED
NOV 6 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV - 6 1958
OFFICE OF
STATE HIGHWAY ENGINEER

4-9-1
[illegible]

October 29, 1958

Hon. Lawrence E. Slater, Mayor
City of Klamath Falls
City Hall
Klamath Falls, Oregon

Dear Mr. Slater:

Reference is made to previous correspondence between yourself and engineers of the State Highway Department relative to the installation of traffic signals at the intersection of South Sixth Street (ORE 66) and Washburn Way at the easterly edge of your city. I believe that the last letter on this subject was that sent to you by G. S. Paxson, Assistant State Highway Engineer, under date of August 28, 1958, in which he outlined arrangements to affect this installation and it is my understanding that the arrangements were approved by your city council.

This matter was brought to the attention of the State Highway Commission at its meeting on October 23. The engineer recommended at that time approval of the installation on the basis that the State would pay 75% of the cost involved which amounts to $8,250 on the condition that the city would pay the balance of approximately $2,750. The total estimated cost is $11,000. You will be pleased to know that the Commission approved the installation on such basis.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:js

cc: F. B. Crandall

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OCT 10 1958
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October [illegible], 1958

Oregon State Highway Commission

Gentlemen:

Negotiations with the City of Klamath Falls for a traffic signal at the intersection of South Sixth Street and Washburn Way have been under way for the last two years. The housing development for the new air base will be served by Washburn Way and it is certain that by next year we will have an increase in the volume of traffic on this street, which now exceeds the minimum warrant for signalization. Washburn Way is the route of our Midland Secondary Highway, and South Sixth Street is the route of the Klamath Falls-Lakeview Highway. The city boundary is at the center line of Washburn Way.

In view of the fact that this intersection is half inside the city and half outside the city limits, the City has offered to contribute in the amount of 25 per cent of the cost of the installation. Normal procedure for signals wholly within the city is 50 per cent contribution from the city. The estimated cost of the installation is $11,000. On this basis, the State's share would be $8,250 and the City's share $2,750.

In view of the need for traffic control and the location of the intersection, I would recommend that we cooperate with the City in the above percentages and proceed with the installation. Sufficient money is available in the current budget for traffic control to cover the expenditure.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:gm:ar

cc to: G. S. Paxson
F. B. Crandall
C. H. Maison

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AUG 2 1958
FOR FILING
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[illegible]

August 28, 1958

6290

Mr. Lawrence E. Slater, Mayor
City of Klamath Falls
City Hall
Klamath Falls, Oregon

Dear Mr. Slater:

This will acknowledge receipt of your letter of August 20 to Mr. Crandall, in regard to the installation of traffic signals at the intersection of S. Sixth Street (ORE66) and Washburn Way at the easterly edge of the city of Klamath Falls. Our files show that on April 4, 1956, a letter was sent to the City offering to participate in the installation of traffic signals at this intersection. The participation is based on the City paying one-half the cost of the installation and caring for future maintenance and power consumption.

The installation of fully actuated traffic signals at this intersection is estimated to cost $11,000. The arrangement mentioned in your letter, whereby the Klamath County Court would be requested to pay one-half the City's share, would be satisfactory with this office.

If the arrangement outlined above, wherein the State Highway Department would install fully actuated traffic signals and bear one-half the cost with the City and/or the City and County paying the other half, is satisfactory to you, I will be pleased to present the matter to the State Highway Commission for its consideration.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

VPJ:kg gm

FORM E 30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1958

SUBJECT: Request for Traffic Signals
S. Sixth St. (ORE66) at Washburn Way
Klamath Falls

To: G. S. Paxson
Assistant State Highway Engineer
Office

There is attached a suggested draft to Mr. Lawrence E. Slater, Mayor, City of Klamath Falls, on the above subject. As is mentioned in the draft, the installation of traffic signals at this intersection was originally proposed to the City on April 4, 1956. We did not receive an answer to our proposal.

F. B. Crandall
Traffic Engineer

VPJ:kg
Attachment
cc: Forrest Cooper

Crandall

CITY OF KLAMATH FALLS, OREGON
OFFICE OF THE MAYOR
LAWRENCE E SLATER

Johnson

August 20, 1958

Mr. F. B. Crandall,
Traffic Engineer, State Highway Dept.,
State Highway Building,
Salem, Oregon.

Dear Mr. Crandall:

We apparently are developing a rather serious traffic problem at the intersection of South Sixth and Washburn Way. I believe your files may indicate that some previous correspondence has taken place between the City of Klamath Falls and your office on this subject possibly a year or two ago. We are unable to locate this correspondence at this time.

Since this was taken up with you before, the situation has become more aggravated due to the construction activities at Kingsley Field and the Klamath Falls Traffic Safety Council has again brought this matter to our attention, suggesting that we contact you to again discuss this subject with the view in mind of arriving at a solution to it and proceeding to correct this problem.

The problem becomes particularly acute along about 4:30 in the afternoon during the week days when the people from Kingsley Field approach Sixth Street from the south on Washburn Way. I am enclosing a report which I have just received from our Police Department, as we have had a man out there standing at the intersection assisting these automobiles in getting through and onto Sixth Street. You will note that the traffic load is rather heavy and without having a man out there, cars are stacking up three to four blocks long even beyond the railroad tracks from the south on Washburn Way.

As I understand it the City limits of Klamath Falls extends to the center of the street and the other half of the street is outside of the City limits. I believe your usual procedure on this matter is that if you feel that the installation of a traffic signal is justified in your opinion, that you would agree to the installation based on the premise that you would stand 50% of the cost. It was my opinion that after you had made a study of this situation and given us an indication of the cost involved, that we would approach the County Commissioners and attempt to have them participate with the City on a 50-50 basis of our portion of the cost.

164

#237

It would be very much appreciated, Mr. Crandall, if at your earliest convenience you would develop some information on this or institute a study, as we have come to the conclusion that some system of control must be put into operation at this intersection. It is my opinion that while the situation is bad at this time, it will be worse next year with approximately 1200 to 1400 military personnel being stationed at Kingsley Field.

With kindest personal regards I remain

Sincerely yours,

LAWRENCE E. SLATER,
Mayor.

LES:MW

CITY OF KLAMATH FALLS, OREGON

O. H. HAMILTON, CHIEF OF POLICE

POLICE DEPARTMENT KLAMATH FALLS, OREGON

August 19, 1958

To The Honorable Mayor and Common Council
City Hall
Klamath Falls, Oregon

Gentlemen:

Results of the car check at So.6th Street and Washburn Way from 4:30 P.M. to 5:15 P.M. each day from August 12th to August 18th showed an average for a five day week, omitting Saturday and Sunday, of 259 cars per day. Over a 7 day period there was an average of 217 cars per day.

Daily count was as follows:

8-12-58	235
8-13-58	229
8-14-58	248
8-15-58	241
8-16-58	132
8-17-58,	89
8-18-58	345

Respectfully submitted,

Archie Huff
ARCHIE HUFF
Lieutenant

AH/ghm

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APR 5 - 1956
FOR FILING

18-1102

3444

April 4, 1956

Mr. E. A. Thomas
City Engineer
City Hall
Klamath Falls, Oregon

Dear Sir:

We have, as you know, a request from Lieutenant Colonel Robert H. Larson of the United States Air Force, under date of December 20, 1955, as well as a request from Mr. H. Frank Tucker, Manager, Klamath County Chamber of Commerce, under date of December 1, 1955, requesting the installation of traffic signals on South Sixth Street at Washburn Way, Altamont Drive and Summers Lane. Mr. J. Al. Head, Assistant Traffic Engineer, has reported to me his discussions of March 29 with you and Mayor Paul Landry. In view of the fact that the city cannot see its way clear to prohibit parking so as to provide a separate left-turn refuge on South Sixth Street at Shasta Way, I feel that it will be necessary to forego the installation of traffic signal at this location. We have studied various alternate designs and none of them are satisfactory unless the left-turn refuge can be provided and it is necessary to prohibit parking through most of the section to provide this refuge.

I do, however, find that I would be in a position to recommend to the State Highway Commission that fully actuated traffic signals be installed at the intersection of South Sixth Street with Washburn Way and with Altamont Drive. The cost of these installations is $11,000 per intersection. The cost of the installation at Washburn Way would be borne equally by the city and the state. Would you kindly advise if the City of Klamath Falls would be in a position to participate with the Commission for one half of the installation of a traffic signal at South Sixth Street and Washburn Way. This would amount to some $5,500 from the city. If you are in a position to do this, kindly advise and I will present the matter to the State Highway Commission at its next meeting for its consideration.

I do not feel, at the present time, that a traffic signal could be installed and function efficiently at South Sixth Street and Summers Lane unless a left-turn refuge were provided for the movement from east to south and until such time as the four-lane highway is extended easterly, I feel we should hold the installation of a signal at this location in abeyance.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. R. Frank Tucker
Lt. Col. Robert H. Larson
Mr. Forrest Cooper
Mr. Dean Swift
Mr. F. B. Crandall
Mayor Paul [illegible]

JAH:nf fn

FORM 830—50M—2-55—62986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1956

SUBJECT: Investigation of Warrant for Traffic Signals
South Sixth Street (ORE66)
Klamath Falls and Vicinity
Assignment No. WCW 6290

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

I return herewith correspondence on the above subject and numbered assignment. I attach suggested drafts relating to this subject; also, for purposes of orientation, an 8½" x 11" plat of Klamath Falls showing intersections investigated and those subsequently recommended for signalization. I am not forwarding, but have as a matter of record in our files, traffic and accident data at each of the several intersections in question.

Mr. Head and Mr. George met with Mr. E. A. Thomas, City Engineer of Klamath Falls, and Mayor Paul Landry on March 29 and discussed, in a preliminary manner, our investigation looking to installation of traffic signals on the Klamath Falls-Lakeview Highway (South Sixth Street). Our original study pointed to the fact that minimum warrants were met at the intersection of Altamont and Washburn Way with South Sixth Street and fully actuated traffic signals should be installed at these two locations. We also felt that the heavy left turn movement from City Center to Shasta Way should be put under signalized control and this intersection, plus the two aforementioned, should be intertied to the existing traffic signal at South Sixth Street and East Main.

To make such a plan function properly, it is necessary to install a left turn refuge at the intersection of South Sixth Street and Shasta Way and this, in turn, requires the prohibition of considerable curb parking. We submitted to the City several years ago an identical plan at this same location which they rejected because of the excessive parking prohibition. Mayor Landry stated that the City Council could not go along with the prohibition of parking. I could not recommend to you signalization of South Sixth Street at Shasta Way without the installation of an island to protect this left turn movement, and the subsequent prohibition of parking. In view of this so-called stalemate, I now recommend that we do not give any consideration to signalizing Shasta Way at South Sixth Street but that we do signalize Washburn Way and Altamont Drive with fully actuated traffic signals with separate pedestrian interval, at an estimated cost of $11,000 per intersection or a total cost of $22,000. Fifty percent of the cost at the Washburn Way intersection will be borne by the City of Klamath Falls.

You will note from the correspondence that the Air Force has requested the installation of a signal at Summers Lane and South Sixth Street. Minimum warrants for signalization are not met at this location other than the one warrant for the interruption of continuous flow which we do not feel in itself is sufficient justification for the installation of a signal. Notwithstanding this, I still do not feel that I could recommend to you the installation of a signal unless a left turn refuge is provided for the movement from east to south. You will recall that this intersection is at the U. S. Reclamation Service Canal and at this point the present 4-lane project terminates. I understand there is a possibility that a survey may be conducted to four lane the section east of this point. Until this design is determined and the left turn refuge provided, I do not feel we should signalize this location.

I have prepared the attached suggested draft~~s~~ in accord with the above.

Crandall

F. B. Crandall
Traffic Engineer

JAH:ng
Attachments

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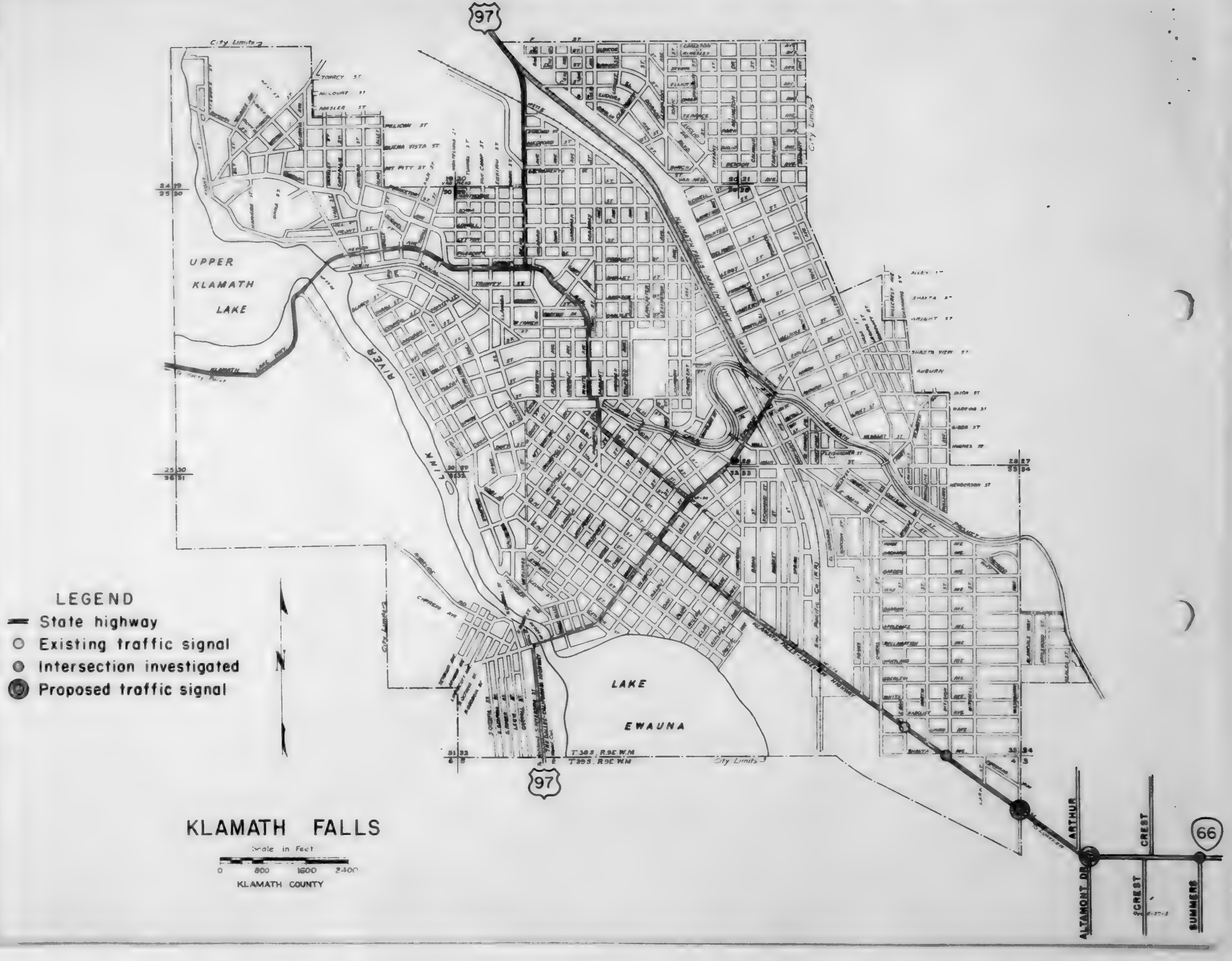
2 1956
OFFICE OF
STATE HIGHWAY ENGINEER



KLAMATH FALLS

Scale in Feet

KLAMATH COUNTY

RECEIVED
FEB 8 1956
FOR FILING

HW8 1623

5444

February 8, 1956

Mr. R. Frank Tucker
Manager
Klamath County Chamber of Commerce
Klamath Falls, Oregon

Dear Sir:

This acknowledges your letter of February 2 concerning the progress of the traffic signal investigation being conducted on South Sixth Street in Klamath Falls.

I am pleased to advise that this study is nearing completion and a report will be submitted to the State Highway Commission at its meeting which convenes during the first week in March.

Since a portion of the final data analysis is in the process of being completed, it is impossible to inform you at this time what the final results of the study will be.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

cc Mr. R. H. Baldock (with file)
Mr. F. B. Crandall

LEG:ng fn

COPY

KLAMATH COUNTY CHAMBER OF COMMERCE

Klamath Falls, Oregon

February 2, 1956

Mr. L. E. George
Signal Engineer
Oregon State Highway Department
Transportation Building
Salem, Oregon

Dear Mr. George:

On December 14, 1955, we had a meeting regarding the traffic signal situation that might become acute on South Sixth Street at the intersections of Washburn Way, Altamont Drive, and Summers Lane when the air base is activated.

We would appreciate receiving from you the current status of this program.

Best regards.

Yours very truly,

CHAMBER OF COMMERCE

/s/ R. Frank Tucker

R. Frank Tucker

Manager

RFT:plc

Copy made
2/7/56
ng

COPY

RECEIVED
JAN 10 1956
FOR FILING

18-1603

5444

January 10, 1956

Lt. Col. Robert H. Larson, USAF
Project Engineer
Klamath Falls Municipal Airport
Klamath Falls, Oregon

Dear Sir:

This will acknowledge your letter of December 20 relative to the reactivation of the Klamath Falls Air Force Base and the traffic situation which will probably arise by reason thereof. In particular you suggest a study of the intersections at South Sixth Street and Washburn Way, Sixth Street and Altamont, and Sixth Street and Summers Lane.

Prior to receipt of your letter a representative of the Traffic Division conferred with representatives of your office and other persons concerned, and, as a result of this conference, we are proceeding to make a detailed study of the locations in question to determine what traffic control will be necessary and warranted. At such time as we have completed our work, we will communicate with you further.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

FBC:ng lg

OFFICE OF THE PROJECT OFFICER
KLAMATH FALLS MUNICIPAL AIRPORT
Klamath Falls, Oregon

20 December 1955

PLEASE RETURN TO
W. C. WILLIAMS

[illegible]
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Baldock:

The Air Force proposes to activate an air defense fighter-interceptor group at Klamath Falls Municipal Airport in the spring of 1956. The mission of air defense will necessitate rapid movement of a majority of all personnel assigned to this group.

We anticipate several traffic problems in connection with this activation, one of which is of interest to the Oregon State Highway Department. To be specific, we anticipate that 800 vehicles daily will be traveling to and from the airport between the hours of 7:30 and 8:30 in the mornings and 4:30 and 5:30 in the afternoons.

Three main arteries - namely, Summers Lane, Altamont, and Washburn Way - serve the base from the city's north, east and south sections, which are the most heavily populated. All three of these streets either cross South Sixth Street or lead into it. Survey information from the city engineer bears out the fact that South Sixth Street is presently heavily overloaded with traffic; and the normal transgress and egress of the above mentioned 800 vehicles will greatly aggravate the present crowded condition.

In an attempt to solve what we are sure will become a great traffic problem, we propose that traffic lights be installed at the intersections of South Sixth Street and Washburn Way, South Sixth Street and Altamont, and South Sixth Street and Summers Lane.

Thanking you in advance for any consideration that you may give this matter.

Sincerely,

Robert H. Larson
ROBERT H. LARSON
Lt Col USAF
Project Officer

RECEIVED
DEC 21 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
TRAFFIC ENGINEER

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 20, 1955

SUBJECT: Potential Traffic Hazards
South Sixth Street
OR 66
Klamath Falls

To: Val Johnson
Traffic Control Engineer
Office

A meeting to discuss the above-mentioned matter was held in Klamath Falls on Wednesday, December 14. Present at the meeting were representatives for the Klamath County Chamber of Commerce, the U.S. Army Air Force, the City of Klamath Falls' local radio station and the local newspaper. There were two basic problems which were brought out at the meeting. Both of these problems will be created by reason of the re-activation of the Klamath Falls Air Force Base. It was the feeling of the representatives of the various organizations at the meeting that the re-activation of the Air Force Base and the vehicular traffic which will be generated by its personnel would create intersectional problems requiring signalization at the following locations:

1. South Sixth Street at Washburn Way
2. South Sixth Street at Altamont Drive
3. South SixthStreet at Summers Lane

A second problem which they felt would be created would be one which involved various railroad grade crossings located on the above-mentioned access roads into the air base. Primarily, it was the basic desire of those present at the meeting to signalize not only the intersections listed previously but also the railroad grade crossings.

The following is a brief list of data as supplied by the Air Force representatives and the Klamath County Chamber of Commerce:

1. Expected basic strength of personnel
    Military personnel - 1,009
    Civilian construction personnel - 200

2. Expected vehicular density
    800 vehicles during one hour at the hours of 7 to 8 A.M.
    and 5 to 6 P.M.

3. Organizations located at the Klamath Falls airport
    U.S. Army Air Force
    Two commercial air lines with five flights daily
    Klamath Irrigation District
    Bureau of Reclamation
    National Guard
    Naval Reserves
    and several manufacturing companies

With respect to Item 1, it is the Air Force's experience that there is a one to one ratio of population increase based on the basic military personnel strength. The above information is set forth to indicate the facilites that are at the airport and the immediate southern area.

The feeling was quite strong that the Highway Department should not wait until the base was in operation to determine the need for signalization. For this reason, Mr. Crandall's viewpoint was not expounded openly as the attitude of the Highway Department. It was indicated to the various members present that a report and a recommendation would be prepared for submission to the Highway Commission. Nothing beyond this fact was stated at the meeting. The base operations officer, a Major Gerbing, did bring out one point about which they were very concerned. This was the fact that if an alert was sounded during the hours from 7 to 8 A.M. or from 5 to 6 P.M., it was mandatory that some method be devised for moving their personnel living north of South Sixth Street into and across the intersections mentioned previously. It is expected that the majority of the personnel will reside in an area lying north of South Sixth Street.

With respect to the railroad grade crossings mentioned above, all but one lie on county roads. It was recommended that representatives of the County and the Southern Pacific Railroad be contacted with regard to possible signalization of these grade crossings. The one in which the State would be concerned lies on the Midland Highway, roughly a quarter of a mile south of South Sixth Street. This is an O.C. and E. crossing, signalization of which would concern the State Highway Department.

With respect to the above-mentioned problems involving both vehicular and railroad traffic, no definite recommendations are made regarding signalization. It is my own belief that the members present at the meeting were over-optimistic. It is possible that the intersection of South Sixth Street and Altamont Drive could benefit from signalization. This statement is made purely on personal observations made in the field. It is recommended that some type of a formal study be made that will include the three intersections under consideration. At such time as we have definite data on these locations, a formal recommendation could then be made.

A final request was made on the part of the Air Force regarding the formal statement of their position to the proper authorities. It was indicated that any correspondence setting forth the position of the Air Force be directed to Mr. Baldock.

L.E. George
Signal Engineer

LEG:imf

File No.
Rd. No. M.P.
City of
Streets
Rural Urban

December 5, 1955

Mr. R. Frank Tucker, Manager
Klamath County Chamber of Commerce
Klamath Falls
Oregon

Dear Mr. Tucker:

This will acknowledge your letter of December 1 concerning anticipated traffic problems as a result of the activation of the Klamath Falls Air Force Base.

This matter will be made the subject of a field investigation during which you will be contacted.

We appreciate your bringing this matter to our attention and as soon as the investigation is completed and a report received, we will advise you further.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

By

F. B. Crandall
Traffic Engineer

ng

Copy made 3/30/56 ng
See also ACKNOWLEDGEMENT OF
2-6-56 By W. C. Williams

KLAMATH COUNTY CHAMBER OF COMMERCE
Klamath Falls, Oregon

December 1, 1955

Mr. Bruce Crandall
Traffic Engineer
Oregon State Highway Department
Transportation Building
Salem, Oregon

Dear Mr. Crandall:

With the activation of the Klamath Falls Air Force Base, there will be a traffic flow problem that will be of serious nature and we are asking that some study and consideration be given this problem prior to the time of full military activity.

Specifically, as we see it, an acute congestion problem will occur at South Sixth Street and Washburn Way, South Sixth Street and Altamont Drive, South Sixth Street and Summers Lane - those will be the three main arterials to and from the air base from the heavily congested areas. The traffic flow "to" will peak at approximately 7:45 each morning and again at 5:15 each evening.

The need of traffic lights will undoubtedly have to be given some study, We would appreciate very much a representative from your division coming to Klamath Falls at your very earliest convenience and discussing this matter with representatives from the Air Force and our Military Affairs Committee of the Chamber.

Very truly yours,

CHAMBER OF COMMERCE

/s/ R. Frank Tucker

R. Frank Tucker
Manager

RFT:plc

cc: Major Thomas Gerbing, Project Officer
Klamath Falls Air Force Base

Mr. Oliver W. Jones, Resident Engineer
Oregon State Highway Department, Klamath Falls, Oregon

Copy made 3/30/56 ng

S-234(15) W. Unit, Siuslaw River- 1959
SG-234(16) Walton Sec. of Richardson-
#5445 Eugene Hwy.

#5445 3-13-62

RECEIVED
MAR 16 1962
FOR FILING

Monthly transaction number 544	Fo. -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
		Project number SG-234(16)

5445

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 19, 1959, is hereby modified as follows:

Revised estimated total cost of project	$ 97,353.00
Revised Federal funds	$ 93,065.00
Other revisions	

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13 day of March, 1962.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______

ASSISTANT State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ C. G. Polk
Division Engineer

By: L. R. Backlund
L. R. Backlund
Acting Administrative Manager

USComm-DC 11170

March 9, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the West Unit, Siuslar River-Walton Section (SPRR O'xing), Project No. SG-234(16).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:jb

RECEIVED
MAY 20 1959
FOR FILING

Monthly Transaction No. 5-61	For[illegible]2 (9-[illegible]7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]te **Oregon**
Project Report No. 4 5445	**FEDERAL-AID PROJECT AGREEMENT**	County **Lane**
		Project No. **SG-234(16)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Approx. 1.34 miles west of east end S-234(12)
(Southern Pacific Company Railroad Overcrossing) on State Route # 220

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	**2-11-58**	**0.05**
Rights-of-Way		
Construction	**3-3-59**	**0.05**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **91,911**	Federal funds $ **91,911**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
Deputy **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **May 19, 1959**

May 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the West Unit, Siuslaw River-Walton Section (S.P.R.R. Overcrossing Structure), Project No. SG-234(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:gh

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the West Unit, Siuslaw River - Walton Section, Project No. S0-234(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RWC:gh

Oregon State Highway Department

Federal Aid Secondary
Project No. SG-234(16)

WEST UNIT, SIUSLAW RIVER-WALTON SECTION (S.P.R.R. OVERCROSSING STRUCTURE)

ON THE RICHARDSON-EUGENE HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 29, 1959

Type Code P. E.

Preliminary Engineering	All Required		$ 500.00

Type Code X121
S.P.R.R. O'xing Bridge No. 8556 (Sta. 710+99.5 to Sta. 713+51.5)(Contract #5445)

Structural Excavation	450 cu. yds.	$12.00	$ 5,400.00
Furnish 10" BP 42# Steel Piling	400 lin. ft.	5.00	2,000.00
Drive Steel Piles	8 only	85.00	680.00
Splice Steel Piles	3 only	35.00	105.00
Class "A" Concrete	All Required		49,500.00
Metal Reinforcement	All Required		22,016.00
8-inch Metal Drain Pipe	75 lin. ft.	4.00	300.00
			$ 80,001.00
Work by Western Union Co.	All Required		3,100.00
	Subtotal		$ 83,101.00
	10% Engr. & Cont.		8,310.10
	Total		$ 91,411.10

Length of Structure - - - - 0.048 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 500.00	$ 500.00
Structure	91,411.10	91,411.10
	$91,911.10	$91,911.10

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

WEST UNIT, SIUSLAW RIVER-WALTON SECTION (S.P.R.R. O'XING)

PROJECT NO. SG-234(16)

Estimated costs of work by Western Union Company.

Labor	$2,552.00
Materials	550.00
Supplies, etc.	28.00
Transportation on Materials	165.00
Overhead	210.00
Credits	342.00 Cr.
	$3,163.00
USE	$3,200.00

FORM E-123-X 37.5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: West Unit-Siuslaw River-Walton
Section
F.A.P. Nos. S-234(15) & SG-234(16)

Herewith unsigned copy of State-Railroad agreement for the above project. This agreement is satisfactory to the Department and the Railroad Company and the original is in the process of being executed by all parties concerned.

Completely signed copies will be furnished you in the near future.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG/skt
Enclosure

cc: Mr. S. H. Probert ✓

FORM E-123-X 37.5M 10-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 12, 1959

Southern Pacific Company
Union Station
Portland 9, Oregon

Gentlemen:

Re: Wildcat Creek Bridge Overcrossing
Bridge No. 8556

Enclosed find three completed sets of plans and specifications for this job. These are copies of the material going out to the contractors for their use in bidding the project.

I would appreciate your review and approval of these documents and the return of one set of each of the documents with your approval noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG/skt
Enclosures

cc: Mr. S. H. Probert ✓

8556

DIVISION

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

L. R. SMITH
SUPERINTENDENT

322

February 6, 1959

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. Ivan D. Merchant,
Bridge Engineer

Dear Sir:

Referring to your letter of January 27, relative Wildcat Creek Overcrossing, Bridge No. 8556:

Attach herewith one set of plans which have been approved by our Assistant Chief Engineer covering the above overcrossing as requested in your letter.

Yours truly,

L. R. Smith /s/

Attch.

Contract No. 5445 3-13-62

Monthly transaction number RECEIVED MAR 16 1962 3-42	Fo -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lane
		Project number S-234(15)

5445

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **May 19**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project $ **472,285.00**

Revised Federal funds $ **300,061.00**

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **13** day of **March**, 19**62**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______

ASSISTANT **State Highway Engineer**
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **C. G. Polk**
Division Engineer

By: L.R. Backlund
L. R. Backlund
Acting Administrative Manager

March 9, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the West Unit, Siuslaw River-Walton Section, Project No. S-234(15).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RMC:jb

Contract 5445

5-19-59

RECEIVED
MAY 20 1959
FOR FILING

Monthly Transaction No. 5-60	Fo -2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. [illegible] 4(15) 5445	**FEDERAL-AID PROJECT AGREEMENT**	County **Lane**
		Project No. **S-234(15)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

East end S-234(12) east 1.88 miles
(West Unit, Siuslaw River-Walton Section) on State Route 220

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	2-11-58	1.9
Rights-of-Way		
Construction	3-3-59	1.9
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 448,163	Federal funds $ 277,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

Date executed by Division Engineer **May 19, 1959**

May 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the West Unit, Siuslaw River-Walton Section, Project No. S-234(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:gh

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the West Unit, Siuslaw River - Walton Section, Project No. S-234(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:gh

Federal Aid Secondary
Project No. S-234(15)

Oregon State Highway Department

WEST UNIT, SIUSLAW RIVER - WALTON SECTION OF THE RICHARDSON-EUGENE HIGHWAY IN LANE COUNTY.

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 30, 1959

Type Code P. E.

Preliminary Engineering		All Required	$	$ 6,000.00

Type Code 0010
Roadway (Sta. 640+50 to Sta. 740+00) (Contract No. 5445)

Clearing and Grubbing		All Required		$ 52,000.00
Felling Danger Tree	100	sq. ft.	$ 10.00	1,000.00
Drainage Excavation, Unclassified	540	cu. yds.	3.00	1,620.00
General Excavation, Unclassified	296,000	cu. yds.	0.48	142,080.00
Short Overhaul	507,000	yd. sta.	0.01	5,070.00
Long Overhaul	6,150	C-yd. sta.	0.40	2,460.00
Finishing Roadbed and Slopes	1.72	Miles	800.00	1,376.00
Rounding Cutbanks	8,500	lin. ft.	0.20	1,700.00
18-inch Corrugated Metal Pipe	260	lin.ft.	5.00	1,300.00
12-inch Corrugated Metal Pipe	120	lin. ft.	2.50	300.00
18-inch Concrete Pipe	500	lin. ft.	4.50	2,250.00
24-inch Concrete Pipe	220	lin. ft.	6.00	1,320.00
36-inch Concrete Pipe	130	lin. ft.	10.00	1,300.00
Coarse Crushed Material in Base	6,600	cu. yds.	3.35	22,110.00
3/4" - 0 Material in Base	1,300	cu. yds.	3.50	4,550.00
Sprinkling	490	M-gal.	2.50	1,225.00
				$241,661.00
Flagging (57½% of Contractor's Cost)		All Required		250.00
Extra Clearing and Grubbing		All Required		1,000.00
Seeding and Mulching		All Required		2,000.00
Adjust Water Lines (Private) (SF)		All Required		200.00
Work by Blachly-Lane Co. Elect. Co-op.		All Required		500.00
Work by Pacific Tel. & Tel. Co.		All Required		200.00
		Subtotal		$245,811.00
		10% Engr. & Cont.		24,581.10
		Total		$270,392.10

Type Code X021
Bridge No. 8553 (Sta. 679+60 to Sta. 681+50) (Contract No. 5445)

Structural Excavation	80	cu. yds.	$ 20.00	$ 1,600.00
Furnish 10" BP 42# Steel Piling	240	lin. ft.	5.00	1,200.00
Drive Steel Piles	8	only	85.00	680.00
Splice Steel Piles	2	only	35.00	70.00
Class "A" Concrete		All Required		30,450.00
Metal Reinforcement		All Required		14,937.00
8-inch Metal Drain Pipe	45	lin. ft.	4.00	180.00
				$ 49,117.00

Type Code X021
Bridge No. 8554 (Sta. 694+54 to Sta. 696+36) (Contract No. 5445)

Structural Excavation	85	cu. yds.	$ 20.00	$ 1,700.00
Furnish 10" BP 42# Steel Piling	260	lin. ft.	5.00	1,300.00
Drive Steel Piles	8	only	85.00	680.00

Splice Steel Piles	2 only	$ 35.00	$ 70.00
Class "A" Concrete	All Required		28,046.00
Metal Reinforcement	All Required		12,585.00
8-inch Metal Drain Pipe	45 lin. ft.	4.00	180.00
			$ 44,561.00

Type Code X221
Bridge No. 8555 (Sta. 706+05 to Sta. 708+44) (Contract No. 5445)

Structural Excavation	225 cu. yds.	$ 15.00	$ 3,375.00
Furnish 12" BP 53# Steel Piling	180 lin. ft.	6.00	1,080.00
Drive Steel Piles	4 only	90.00	360.00
Splice Steel Piles	2 only	35.00	70.00
Class "A" Concrete	All Required		39,566.00
Metal Reinforcement	All Required		17,766.00
8-inch Metal Drain Pipe	65 lin. ft.	4.00	260.00
			$ 62,477.00
	Subtotal		$156,155.00
	10% Engr. & Cont.		15,615.50
	Total		$171,770.50

Length of Roadway _ _ _ _ _ _ _ _1.715 Miles
Length of 3 Structures_ _ _ _ _0.116 Miles
Length of 1 Structure _ _ _ _ _0.048 Miles (Exception)
Total Length _ _ _ _ _ _ _ _ _ _ _1.879 Miles
Cost of Roadway Per Mile_ _ _ _$157,663.03

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 3,600.00	$ 2,400.00
Roadway	270,392.10	167,200.00	103,192.10
Structures	171,770.50	106,200.00	65,570.50
	$448,162.60	$277,000.00	$171,162.60

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920
Chap. 529, laws 1939

State Funds For Maint: Chap. 529, laws 1939

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 12, 1959

~~Mr. C. G. Polk~~
~~Division Engineer~~
~~Bureau of Public Roads~~
~~408 State Highway Building~~
~~Salem, Oregon~~

Dear Sir:

Re: West Unit, Siuslaw River-Walton
Section
F.A.P. Nos. S-234(15) & SG-234(16)

Western Union Telegraph Company facilities occupy Southern Pacific Company right of way at the site of the grade separation structure on the above project.

The open-wire lines will be taken down and placed in conduit to protect them during construction of the structure and then restored to their original position after work on the structure is completed.

Attached hereto find three copies of an estimate of cost of work to be done by Western Union Telegraph Company along with sketches of how they propose to handle the work. May we have your approval of doing this work and charging it to the project funds.

We have not, as yet, authorized the Western Union Telegraph Company to proceed with the work and will not do so until such time as bids for the work are received and a contract is awarded for the work.

Very truly yours,

F. Cooper
RECEIVED
DEC 15 1961

December 5, 1961

W. Unit, Siuslaw River-Walton Section
Contract No. 5445

FINAL COST ANALYSIS
Structures and Grading
Earl L. McNutt Co. Contractor
Geary H. Worth Resident Engineer

Richardson-Eugene Highway
Prefix No. 120-1044

Item 5445	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing and Grubbing	All	Lump	52,000.00		14,716.00	52,000.00
*Felling Danger Trees	28.4	Sq. Ft.	10.00	10.00	284.00	284.00
Drainage Excav., Unclass.	704.3	Cu. Yd.	3.00	2.45	1,722.25	2,112.90
General Excav., Unclass.	333,910.1	Cu. Yd.	0.48	0.53	177,032.45	160,276.85
Short Overhaul	694,005	Yd. Sta.	0.01	0.0102	7,095.31	6,940.05
Long Overhaul	8,629	C-Yd. Sta.	0.40	0.409	3,529.82	3,451.60
Finish R.B. & Slopes	1.72	Mile	800.00	789.54	1,358.01	1,376.00
Rounding Cutbanks	7,350	Lin. Ft.	0.20	0.196	1,443.95	1,470.00
18" Corr. Metal Pipe	259	Lin. Ft.	5.00	3.90	1,011.27	1,295.00
12" Concrete Pipe	129	Lin. Ft.	2.50	2.36	304.88	322.50
18" Concrete Pipe	417	Lin. Ft.	4.50	3.46	1,444.14	1,876.50
24" Concrete Pipe	175	Lin. Ft.	6.00	5.10	892.94	1,050.00
36" Concrete Pipe	99	Lin. Ft.	10.00	7.56	748.44	990.00
**Coarse Cr. Mat'l in Base	6,573	Cu. Yd.	3.35	3.337	21,932.90	22,019.55
**3/4"-0 Mat'l in Base	1,304	Cu. Yd.	3.50	3.337	4,351.60	4,564.00
Sprinkling	251.96	M-Gal.	2.50	1.59	401.18	629.90
***Structural Excavation	58.57	Cu. Yd.	20.00	20.00	1,171.40	1,171.40
***Furnish 10" BP42# Steel Piling	240	Lin. Ft.	5.00	5.00	1,200.00	1,200.00
***Drive Steel Piles	8	Each	85.00	85.00	680.00	680.00
***Class "A" Concrete	All	Lump	30,450.00	30,450.00	30,450.00	30,450.00
***Metal Reinforcement	All	Lump	14,937.00	14,937.00	14,937.00	14,937.00
***8" Metal Drain Pipe	20	Lin. Ft.	4.00	4.00	80.00	80.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***Structural Excavation	70.16	Cu. Yd.	20.00	20.00	1,403.20	1,403.20
***Furnish 10" 42# Steel Piling	260	Lin. Ft.	5.00	5.00	1,300.00	1,300.00
***Drive Steel Piles	8	Each	85.00	85.00	680.00	680.00
***Splice Steel Piles	3	Each	35.00	35.00	105.00	105.00
***Class "A" Concrete	All	Lump	28,046.00	28,046.00	28,046.00	28,046.00
***Metal Reinforcement	All	Lump	12,585.00	12,585.00	12,585.00	12,585.00
***8" Metal Drain Pipe	32	Lin. Ft.	4.00	4.00	128.00	128.00
***Structural Excavation	167.87	Cu Yd.	15.00	15.00	2,518.05	2,518.05
***Furnish 12" BP53# Steel Piling	180	Lin. Ft.	6.00	6.00	1,080.00	1,080.00
***Drive Steel Piles	4	Each	90.00	90.00	360.00	360.00
***Class "A" Concrete	All	Lump	39,566.00	39,566.00	39,566.00	39,566.00
***Metal Reinforcement	All	Lump	17,766.00	17,766.00	17,766.00	17,766.00
***8" Metal Drain Pipe	60	Lin. Ft.	4.00	4.00	240.00	240.00
***Structural Excavation	481.83	Cu. Yd.	12.00	12.00	5,781.96	5,781.96
***Furnish 10" BP42# Steel Piling	400	Lin. Ft.	5.00	5.00	2,000.00	2,000.00
***Drive Steel Piles	8	Each	85.00	85.00	680.00	680.00
***Class "A" Concrete	All	Lump	49,500.00	49,500.00	49,500.00	49,500.00
***Metal Reinforcement	All	Lump	22,016.00	22,016.00	22,016.00	22,016.00
***8" Metal Drain Pipe	65	Lin. Ft.	4.00	4.00	260.00	260.00
PA#1 6" Spiral 18 ga. CM Dr. Pipe, Unctd.	2,611	Lin. Ft.	2.25	1.54	4,024.99	5,874.75
PA#1 Special Backfill in Drains	318	Cu. Yd.	7.90	5.37	1,707.97	2,512.20
***PA#2 Excav. below plans	16.49	Cu. Yd.	18.25	18.25	300.94	300.94
***PA#3 8" Zinc Helcor Pipe, Ctd.	60	Lin. Ft.	1.39	1.39	83.40	83.40

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***PA#3 90° Ell 8" Helcor, Ctd.	1	Each	7.37	7.37	7.37	7.37
PA#3 6" 18 ga. Galv. Helcor Pipe	306	Lin. Ft.	0.93	0.93	284.58	284.58
Railroad Flagging	All	Lump				-1,484.83
Liquidated Damages	7	Day	160.00			-1,120.00
***Adj. Class "A" Concrete	0.20	Cu. Yd.	75.00	75.00	15.00	15.00
***Adj. Metal Reinforcement	200.5	Lbs.	0.128	0.128	25.66	25.66
***Adj. Class "A" Concrete	0.51	Cu. Yd.	74.00	74.00	37.74	37.74
***Adj. Metal Reinforcement	90.5	Lbs.	0.127	0.127	11.49	11.49
***Adj. Class "A" Concrete	2.63	Cu. Yd.	73.00			-191.99
***Adj. Metal Reinforcement	472.9	Lbs.	0.128			-60.55
***Adj. Class "A" Concrete	4.33	Cu. Yd.	75.00	75.00	324.75	324.75
***Adj. Metal Reinforcement	911.6	Lbs.	0.128	0.128	116.68	116.68
EW#1 Flagging					3,991.50	2,000.46
EW#2 Adj. Water Line					116.86	133.19
EW#3 Clearing					729.40	887.54
EW#4 Grade Crossing					149.37	178.14
EW#5 Slide Carrection					466.16	668.83
					484,944.09	505,797.83
***Reconstruct Bridge Damage					32,098.56	- -
					517,042.65	505,797.83

Total Cost $ 517,042.65

Gross Revenue 505,797.83

Net Loss $ 11,244.82

Net Loss equals 2.22% of Gross Revenue

Work done by others:

* Lyle King (Clearing)
** F.C. Hall & Co. (Aggregates)
*** Tom Lillebo Construction Co. (Structures)
John Waite (Placing some pipe)

DETAIL OF COSTS - Contract No. 5445

Labor:					
Labor				$ 65, 334. 97	
Labor Insurance				4, 134. 34	
Health, Welfare and Pension				2, 352. 39	$ 71, 821.70
Materials:					
18" Corr. Metal Pipe	259 Lin. Ft.	@	$3. 10	802.90	
18" Bands	9 Each	@	$3. 10	27.90	
12" Concrete Pipe	129 Lin. Ft.	@	$1. 05	135. 45	
18" Concrete Pipe	417 Lin. Ft.	@	$2. 12	884. 04	
24" Concrete Pipe	175 Lin. Ft.	@	$3. 20	560. 00	
36" Concrete Pipe	99 Lin. Ft.	@	$5. 40	534. 60	
6" Metal Drain Pipe	2, 917 Lin. Ft.	@	$0. 93	2, 712. 81	
6" Bands	117 Each	@	$1. 19	139. 23	
Aggregate in Backfill	318 Cu. Yd.	@	$4. 265	1, 356. 50	
Coarse Cr. Base	6, 573 Cu. Yd.	@	$3. 337	21, 932. 90	
3/4"-0 in Base	1, 304 Cu. Yd.	@	$3. 337	4, 351. 60	
Material used on Force Account per Invoice				214. 39	33, 652. 32
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				95, 814. 52	
Equipment Rental, Hired				7, 522. 00	
Gas, Oil and Grease				9, 569. 05	
Move In Freight and Cartage				1, 690. 13	
Bond				3, 107. 52	
P. L. and P. D. Insurance				816. 69	
Explosives				3, 560. 66	
Small Tools and Miscellaneous Supplies				1, 916. 29	
Home Office and General Overhead				2, 156. 15	126, 153. 01
Subcontractors:					
John Waite (Pipe)				3, 112. 94	
Tom Lillebo Construction Co. (Structures)				267, 302. 68	
Lyle King (Clearing)				15, 000. 00	285, 415. 62
				TOTAL COST	$ 517, 042. 65

Remarks - Contract No. 5445

This was a "Federal Aid Secondary Project" calling for the construction of 1.72 miles of highway roadbed, stone base and shoulders on 0.49 mile of main highway, and on connecting roads, detours and approaches, the construction of three reinforced concrete bridges, one reinforced concrete railroad overcrossing and two reinforced concrete retaining walls on the West Unit, Siuslaw River-Walton Section of the Richardson-Eugene Highway in Lane County.

The contract was bid March 24th, awarded April 16th; work started April 22, 1959 and was completed April 16, 1961.

Lyle King, being the subcontractor on the clearing, moved in and started clearing April 22nd with three to six men and two TD18 tractors and dozers. The clearing consisted of some fir, cottonwood, underbrush and stumps. Some of the area had been logged previously. The clearing was done for a lump sum bid of $15,000.00

As the clearing progressed, the prime contractor moved in his grading equipment which consisted of two to three D8 cats and dozers, two to three D8 cats and scrapers, one D4 and rubber-tired roller, one D6 dozer, one #12 blade, one D9 dozer and ripper, one TD24, one Euclid S-18 scraper, three DW20 scrapers, plus pickups and other equipment used for maintenance and started grading on the east end of the project working on through the project as the clearing was completed.

The contractor, having other work under contract, moved out all his equipment July 13th but returned August 12th with the same equipment plus one D8 cat and dozer, one 3/4-yd dragline and one TD18 and dozer, all of which were rented and used only for channel change with the exception of the TD18 which was also used on other work. Up to this time, most of the excavation had been common with some boulders which had to be drilled and blasted, and the area from Station 674 to 677, which was sand stone, and was used for rock slope protection at the bridge ends. For this excavation the contractor moved in one 600 compressor, one 3-1/2" air track drill, one 2-1/2-yd shovel and three 15-yd Euclid dump trucks. Work continued until inclement weather shut down the grading October 31, 1959.

The contractor moved back the 1st of July and started grading again with most of the work centered on the cut at Stations 701 to 706 as this cut and some finish work was all that remained to be completed. As this cut turned out to be solid, considerable drilling and blasting had to be done slowing down production. Also, this material had to be hauled from this section across one of the structures to the dump area in trucks, and, due to the weight of the trucks being used, they could only haul approximately a half load. It was in this area (Station 706), that while blasting, the structure at Station 706 was very badly damaged causing more delay to the contractor. After the grading was completed on September 16, 1960, the contractor hired by McNutt & Company to repair the structure moved in and started repairs. Lillebo Construction Company, being the contractor, was also the subcontractor on the structures for McNutt. The cost of bridge repairs was $32,098.56

Remarks Cont'd - Contract No. 5445

The prime contractor shows a loss on the total contract due to the bridge damage but would have shown a profit otherwise due to the low sub bid on clearing and the low price paid for putting in the pipe.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

RECEIVED
JUL 28 1961
FOR FILING

5445

July 27, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5445 for structures-grading on the West Unit of the Siuslaw River-Walton Section of the Richardson-Eugene Secondary Highway in Lane County was completed by the contractor, Earl L. McNutt Co., on April 13, 1961, and was formally accepted by the Highway Commission on May 26, 1961.

Final payment in the amount of $15,1[illegible]0.82 will be released to the contractor on or after August 3, 1961. The total contract amount is $505,797.83, of which amount $3,868.16 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Earl L. McNutt Company
351½ East Broadway St.,
Eugene
Oregon

RECEIVED
JUN 2 1961
FOR FILING

S-334(13)

5445

June 2, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Earl L McNutt Company on contract #5445 for structures-grading the West Unit of the Siuslaw River-Walton Section of the Richardson-Eugene Secondary Highway in Lane County.

This payment, in the amount of $8,081.78, will be released to contractor on or after June 12, 1961. The retained percentage is $15,053.78.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Earl L. McNutt Company
351½ East Broadway St.,
Eugene
Oregon

3-2-4(15)

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report No. 107

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 5, 1961

Section West Unit, Siuslaw River-Walton

Kind of work Structures and Grading

Highway Richardson-Eugene County Lane

Section prefix 120-1044

Contractor Earl L. McNutt Co.

Contract number 5445

Date of contract April 16, 1959

Specified work days 199

Date work started April 22, 1959

Work days used 206

Project authorization $542,775.38

Exclusive of engineering $504,178.02

Per cent of time elapsed 103.5 %

Estimated cost of completed project, exclusive of engineering $ 512,792.80

Estimated per cent overrun or underrun Overrun 1.6 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $38,597.36

Engineering cost to date $ 38,567.03, 99.9 %

Date project was completed April 13, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi Final completed and transmitted to Roseburg.

This is the last weekly report on this project unless instructed to do additional work.

Noted
M. N Jave

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
MAY 15 1961
NOTED— ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Signed

Address 2191 E. 15th Ave., Eugene

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	~~MAINTENANCE MATERIALS~~ Structures	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.72	1.0	4 Struc.		
Miles partially completed					
Miles completed	1.72	1.0	4 Struc		
Total estimated quantities (contract)	296,000 c.y.				
Total quantities corrected to date	333,910 c.y.				
Estimated quantities moved or placed to date	333,910 c.y.				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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APR 24 1961
FOR FILING
S-234(15)
5445

April 24, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 13, 1961, on Contract No. 5445, West Unit, Siuslaw River-Walton Section, in Lane County, in connection with Federal Aid Project Nos. S-234(15) and SG-234(16).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

cc: Clarence G. Swenson

RECEIVED
MAR 13 1961
FOR FILING

S-234(15)
SU-234(16)
5445

March 10, 1961

Earl L. McNutt Company
351, East Broadway Street
Eugene
Oregon

Gentlemen:

The State Highway Commission at its meeting held on March 10, 1961, had under discussion your request for an extension of time for 55 additional workdays from 170 days to 225 days within which to complete your contract #5445 without the assessment of liquidated damages, for structures-grading on the West Unit of the Siuslaw River-Walton Section of the Richardson-Eugene Secondary Highway in Lane County.

The work was actually completed in 36 additional workdays. The Highway Commission granted you 29 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Frank Morgan
Geary Worth
Tom Edwards
R. L. Porter
C. H. Maison

RECEIVED
MAR 2 1961

FOR FILING

S-234 (15)
SU-234 (16)
5445

March 2, 1961

Request for extension of time
No. 1
March 10 meeting

Oregon State Highway Commission

Gentlemen:

Earl L. McNutt Company, the contractor on the West Unit, Siuslaw River-Walton Section of the Richardson-Eugene Highway, Contract No. 5445, has requested that his workday count be increased 55 days from the allotted 170 days to 225 days, without assessment of liquidated count damages. However, he overran his workdays by only 36.

He supports his request by citing an increase in quantities and a delay in restaking the excavation because of such increase and, further, the necessity of reconstructing a bridge damaged by his own blasting operation.

Excavation of the project was increased by reason of the materials in one of the cuts being basically earth instead of the anticipated rock, with the result that the slope had to be flattened and the quantities increased accordingly. The pro-rata increase was 13 per cent, which amounts to 22 days of work time.

Conditions encountered on the ground required the addition of perforated pipe and backfill sand. We recommend that two additional days be allowed, since the bulk of the installation did not hold up other operations.

We recommend allocation of five additional days as requested by the contractor for restaking the excavation. We do not feel that the contractor is entitled to additional workdays due to his own damage to the bridge; however, repairs were completed expeditiously and the allocation of the 29 days as outlined above will result in an assessment of seven penalty days, totaling $1,120.

This matter will be on the agenda for the March 10 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

TE:jw LWR:fp WCW:me
cc Tom Edwards
C. N.M.

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MAR 2 1961
FOR FILING

✓-234(15)
✓ [illegible]-234(16)
5445

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
February 24, 1961

SUBJECT: Wildcat Creek Bridge No. 8555
Contract 5445
Reconstruction Costs

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Salem, Oregon

Pursuant to your request I have kept approximate costs on the reconstruction of the substructure for the Wildcat Creek Bridge which was blast damaged by the contractor's operations.

The cost breakdown is as follows:

1. Labor.	$12,500.00
2. Materials.	10,000.00
3. Equipment Rental, etc. . .	7,250.00
Total.	$29,750.00

This total is cost only and includes no allowance for profit. The equipment rental was computed on the basis of the contractor's cost and not our regular AGC rental rates.

Computations for these costs are on file in our office and I would be glad to send them to you upon request.

R.W. Ellison
R. W. Ellison
Resident Bridge Engineer

RWE:wfr
cc: I. D. Merchant
E. G. Ricketts
L. R. Allen
F. D. Morgan

NOTED

NOTED
G. S. PAXSON

Copy to Edwards 3/1/61

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S-234(15)
SU-234(16)
5445

Salem, Oregon
February 15, 1961

Extension of time
West Unit, Siuslaw River-
Walton Section
Richardson-Eugene Highway
Contract No. 5445

Mr. Tom Edwards
Construction Engineer
OFFICE

It is with some embarrassment that I again return to you the Earl L. McNutt Company's request for an increase of workdays on Contract No. 5445, West Unit, Siuslaw River, Walton Section.

I am in accord with your present thinking in connection with prorated days on the basis of increased excavation quantities.

My question at the moment has to do with the matter of laying some one-half mile of drainpipe. While I have no way of knowing, it is entirely possible that, as this was an added item not contemplated in the original contract, some delays may have been occasioned by this change of plans. My only purpose in asking that you review this is to be sure that we are being fair to the contractor.

Forrest Cooper
Deputy State Highway Engineer

FC:fn
Attach.
cc Mr. W. C. Williams

T

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JAN 26 1961
FOR FILING

S-234(15)
SD-234(16)
5445

Salem, Oregon
January 26, 1961

West Unit, Siuslaw River-
Walton Section
Richardson-Eugene Highway

Mr. Tom Edwards
Construction Engineer
OFFICE

I have your letter of January 23 in which you discuss the request of the contractor, Earl L. McNutt Company, for an increase in workdays on the Siuslaw River-Walton project.

There is a seeming inconsistency in the sixth paragraph of your letter which I believe we should discuss.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1960

To:
MEMO TO THE FILES

SUBJECT: West Unit, Siuslaw River-Walton Section
Contract No. 5445

On September 13, a meeting was held at the site of this project with the following people in attendance: Arnold Lindeland, F. H. McEwen, S. D. Spencer, Geary Worth, Bill Bailey, Frank Morgan and Fred Klaboe. The purpose of this meeting was to outline the procedure under which the project would be completed. The following lised steps were determined to be necessary in the best interests of all concerned:

1. Mr. Lindeland would immediately consummate negotiations for the repair of the damaged structure at Station 707. It was estimated that all repairs to this structure should be completed approximately November 15.

2. Mr. McEwen, the surfacing contractor, is at the present time placing the base course materials and anticipates having all the rock materials completed about October 7. Oiling work will follow immediately if the weather is suitable.

It therefore appears that this project can be completed and opened to traffic if we have some good late oiling weather this year.

In order to follow this pattern, several items of conflict were negotiated between the two contractors and the State Highway Department in the field. About 1,000 cubic yards of rock materials are scheduled to be placed easterly of the damaged bridge. During the discussion, the hauling subcontractor, Mr. Spencer, stated that he did not think it would be any more expensive for him to place this 1,000 yards if he could use a temporary detour existing immediately west of the west end of said bridge. However, he has tried using this detour and found that it is too steep and too crooked to negotiate with his hauling vehicles. He must, therefore, haul this 1,000 yards over the old highway bypassing the project completely and has requested that the State allow him the sum of 15 cents extra per yard for the 1,000 yards. Since the oiling contractor has a lot of workdays left, we feel that he is entitled to the 15 cents and have authorized this expense. It is felt by the Division Engineer that the State should have a couple of flagmen for the protection of the traveling public stationed on the old highway during this maneuver. The payment of the total costs of the necessary flagmem by the State was also authorized. This should amount to about two days flagging for two men.

The surfacing contractor will, weather permitting, perform all the surfacing set up under the contract except for an area about 50 feet in length on either side of the damaged bridge. The materials for this surfacing will be stockpiled near by and later placed by the McNutt Company at no cost to the State. The McNutt Company will also perform either the oiling of this approach or paving at no cost to the State as the State elects.

Mr. Lindeland restated that his request for extra time in which to complete the work on this project be allowed. No answer was given at this meeting concerning this phase. However, I have analyzed the project and find that the earthwork quantities are overrunning the gross amount set up in the contract 15 per cent. Since this is the major item of the project, it is logical to allow the contractor 15 per cent of the 170 days originally set up in the contract for a total of 26 days additional time. I recommend that, if the grading contractor shows diligence in his bridge repair work, he be allowed these days. The Division Engineer will forward the request from the contractor at such time as he has satisfied himself that he is performing the bridge repair work in an expeditious manner.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
G. S. Paxson
Ivan Merchant
F. D. Morgan

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SEP 16 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING
5-234(15)
[illegible]
5445

September 12, 1960

Earl L. McNutt Co.
351½ East Broadway
Eugene, Oregon

Gentlemen:

I have your letter of September 8 concerning the repairs to the Wildcat Creek Bridge on the West Unit, Siuslaw River-Walton Section, Contract No. 5445.

We will get out plans for the new columns as soon as possible, although we probably will not be able to completely detail these until the extent of damage to the upper cross beams is completely determined by cutting away the damaged concrete. We cannot get out footing plans until the present footings are uncovered and damage is determined. The lack of plans for repair should not delay your work, as the first thing to be done is to get this structure on falsework and to raise the west end to the proper grade line.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:as

cc to: Mr. W. C. Williams
Mr. Ivan D. Merchant
Mr. Tom Edwards

EARL L. McNUTT
RES. PHONE DI 4-2095

R. E. (BILL) McNUTT
RES. PHONE DI 3-3500

ARNOLD LINDELAND
RES. PHONE DI 4-8567

STANLEY QUIGLEY
RES. PHONE 3-1315
P. O. BOX 1215
BOISE, IDAHO

EARL L. McNUTT CO.
GENERAL CONTRACTORS
351½ EAST BROADWAY PHONE DI 4-4257
EUGENE, OREGON

September 8, 1960

Re: West Unit, Siuslaw
River-Walton Section
Contract No. 5445

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: G. S. Paxson,
Assistant State Highway Engineer

Dear Mr. Paxson:

Enclosed is the signed copy of your letter of September 6, 1960 in regard to the understanding at our meeting of September 2, 1960 on the Wildcate Creek Bridge.

Please forward to us as soon as possible the necessary drawings so that we may get some actual construction under way.

Yours very truly,

EARL L. McNUTT CO.

By R. E. McNutt by mw
R. E. McNutt, Partner

REM/mw

RECEIVED
SEP 9 - 1960
OREGON
STATE HIGHWAY COMMISSION

G. S. PAXSON

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SEP - [illegible] 1960
FOR FILING

5-734 [illegible]
56-[illegible]
5445

September 6, 1960

Earl L. McNutt Co.
311 East Broadway St.
Eugene, Oregon

RE: West Unit, Siuslaw
River-Walton Section
Contract No. 5445

Gentlemen:

The following is my understanding of the results of the inspection on September 2, 1960 of the Wildcat Creek Bridge on the Eugene-Mapleton Highway damaged by your blasting operations and of our conference held at that time:

1. Since the structure is a part of your Contract No. 5445 and the damage was due to your own blasting, the cost of repairs necessary to put it in acceptable condition must be borne by your company.

2. The superstructure is to be raised at the west end bent to bring it to the design elevation. No attempt is to be made to move the superstructure laterally or longitudinally to its original position. The State will revise its highway alignment to fit the present position. The entire superstructure is to be supported on rigid falsework.

3. All columns in Bents Nos. 1, 2, 3 and 4 are to be removed from the bottom of the cross beams to the top of the footings, including the web walls at Bent No. 3.

4. All shattered concrete at the ends of the cross beams is to be removed, leaving square edges.

5. Footings are to be exposed for inspection. If no damage has been caused, the footings shall be extended to fit the new column positions by placing concrete over a side and end and a new footing placed over the extended footing. Should any footing show damage, it shall be removed and replaced.

6. At the east end bent, Bent No. 5, the present pile cap

shall be removed. A second steel pile bent shall be driven as near the bridge end as is practical and a new concrete cap supported on the new pile bent, and the present bent shall be placed.

7. Minor concrete damage to deck, rail and other members that are to be incorporated in the structure to be repaired as directed by the engineer.

8. New columns, including web wall at Bent No. 3 where web walls are now in place, conforming to design prepared by State to be placed.

9. State will co-operate with the contractor by furnishing plans for new members and furnishing such inspection and engineering service deemed necessary.

10. The State assumes no responsibility for the successful accomplishment of the repairs; it is the contractor's responsibility to deliver to the State a completed bridge in acceptable condition.

If the above conforms to your understanding of the matter, please endorse the carbon copy and return to this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. S. Paxson
Assistant State Highway Engineer

CSP:ae

ACCEPTED:

Earl L. McNutt Co.

By__________________________

Date_________________________

cc to: Mr. Forrest Cooper
Mr. Ivan D. Merchant
Mr. F. D. Morgan
Mr. Robert Ellison
Mr. C. G. Polk

A

RECEIVED
AUG 2 - 1960
FOR FILING

S 234 (15)
SG-234 (1-)
5445

Salem, Oregon
August 1, 1960

Mr. F. D. Morgan

The Southern Pacific engineers called me Friday with reference to the blasting adjacent to their railroad west of Walton on Route "F". There are signs up saying that blasting is under way and that no radio transmitters should be used in the section.

The trains are operated by short wave radio and the railroad company is apprehensive that their transmission might set off a premature blast. They suggest that we contact the Chief Dispatcher at Eugene at any time we have blasting under way so that he can order radio transmission silenced during that period.

I discussed this by phone with Mr. Worth at Eugene Friday.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

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[illegible] 1960
FORM E-30 30M 6-58 13046
FOR FILING

[illegible]
16-234 [illegible]
5445

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 30, 1960
Eugene

SUBJECT: Wildcat Creek Bridge
Bridge no. 8555
Contract 5445

To: Mr. I. D. Merchant
Bridge Engineer
Salem

Preliminary report: Blast damage to bridge no. 8555

About 4:45 P.M. thursday, July 28, 1960, Bill Bailey, Resident Construction Engineer, called my office with the information that a dynamite charge which was set off for the purpose of opening the roadway cut at the west end of bridge no. 8555 (Wildcat Cr. Br.) had not shot as planned and had damaged the structure. The charge consisted of 4,000 pounds of dynamite planted in drill holes which ranged up to twenty-four (24) feet deep and was suposedly shot in three delays. The shot was made by Earl McNutt Co., prime contractor on this job.

The following morning I drove to the bridge site to make a preliminary inspection of the damage and found the following:

The shot had occoured in the roadway cut area immediately back of bent 1 and had thrown material on to the first span of the structure. This material is piled approximately eight to ten feet deep on the deck at bent one and tapers to deck level about ten feet back of bent 2 with the size of material ranging up to ¼ cubic yard in volume.

The entire structure has been displaced longitudinally, ahead on line, twenty-one inches (21") and transversally by varying amounts at each bent. It appears that there was no transverse movement at bent 5, a three inch (3") transverse movement at bent 4, eight and one-half inch (8½") transverse movement at bent 3, and fourteen inch (14") transverse movement at bent 2, all such movement being to the left. The amount of transverse movement at bent 1 cannot be determined untill the debris in this area has been removed.

All intermediate columns are badly fractured at the bottom of the longitudinal beams (cracks up to 2" wide) and, judging by their deviation from the vertical, must be similarly fractured below the ground line. There is considerable spalling on the back face of these columns at the bottom of the longitudinal beams. The columns at bent 3 are badly fractured at the top of the web wall (cracks 1½" wide) and it is possible additional damage exists below the ground line. All intermediate columns except those at bent 2 show horizontal cracks on the back face at one foot intervals for their entire length. The columns at bent 1 have been sheared off at the upper hinge and displaced from beneath the upper section by the debris (stumps, rocks, etc.) blown beneath the structure by the explosion.

[illegible]

Mr. I. D. Merchant
July 30, 1960
Page 2

At bent 5 the pile cap has been displaced (including piles) three inches (3") longitudinally and then rotated two inches (2") out of plumb. The transverse beam which was originally poured atop the pile cap has been sheared and broken at the top of the pile cap and displaced longitudinally an additional sixteen inches (16") beyond the displaced pile cap. In one bay (between longitudinal beams) the transverse beam has split vertically and about half of this beam has stayed with the cap. The cap itself is cracked vertically in the left end face. A narrow approach fill which had been pushed up against the end of the structure at bent 5 and level with the deck now bulges fifteen inches (15") above the deck level.

At bent 1, preliminary investigation shows that the end of the structure has dropped at least eight inches (8") causing span 2 to raise with resulting transverse cracks thru the deck, curb and handrail about eighteen feet (18") ahead of bent 2. Many cracks are visable in the handrail in span 2 and that part of span 1 not covered with debris. The deck in span 1 is cracked transversally approximately twelve (12) feet behind bent 2 (visable from below- debris on top) and the left outside longitudinal beam is cracked vertically in the same location. A longitudinal crack exists between the beam and deck at the top of the right outside longitudinal beam in span 1.

The transverse beams are cracked and spalled from the bottom of the longitudinal beam down in the area around the columns of each bent. Cracks thru the columns at these points extend above the bottom of the longitudinal beams at the outside face of the columns.

Damage to the structure appears to be extensive and further inspection will be made after the contractor has removed the debris from the deck in span 1.

R. W. Ellison

R. W. Ellison
Resident Bridge Engineer

cc: I. D. Merchant
E. G. Ricketts
L. R. Allen
F. D. Morgan
GS Paxson ✓

RECEIVED
JAN 2 1960
OFFICE OF
STATE BRIDGE ENGINEER

RECEIVED

RECEIVED
FEB - 9 1960
FOR FILING
5445

FORM E-123-X

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 5, 1960

Earl L. McNutt Co.
General Contractors
351½ East Broadway
Eugene, Oregon

Gentlemen:

Re: West Unit, Siuslaw River-Walton
Section, Richardson-Eugene Highway
Contract No. 5445

Your letter of January 27 requests construction vehicle loads with gross weights of 87,900 pounds on two axles across the four structures on the West Unit, Siuslaw River-Walton Section of the Richardson-Eugene Highway.

An investigation has been made of the affect of the total gross vehicle weight of 87,900 pounds and the requested rear axle weight of 63,700pounds on the structures with axle spacings of a minimum of 13'9". This is considerably over the axle load which is permitted on highways on overweight permits. As these vehicles will be operated over the subgrade of the highway and across the structures, we will be able to allow a maximum axle load of 50,000 pounds, and with an estimated front axle load of 20,000 pounds, this will allow a gross vehicle weight of 70,000 pounds with 13'9" axle spacings.

The use of the above vehicle with a maximum axle load of 50,000 pounds is contingent upon several items as follows:

1. Logs with a minimum diameter of 18" must be placed on each side of the traveled pathway to channel the vehicle down the center line of the bridge. These logs must be strutted to the curbs so that they will remain in this position.

2. The concrete roadway surface must be kept clean of all dirt and construction debris at all times.

3. Ramps at the ends of the structure must be built up sufficiently back from the structure so that no appreciable bounce is imparted to the vehicles as they cross the structure.

NOTED

4. The maximum speed of any vehicle is to be ten miles per hour.

Please be advised that if the above hauling regulations are not adhered to that permission to haul across the structures may be revoked by the Engineer.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mn

cc: Mr. G. S. Paxson ✓
Mr. F. D. Morgan-(2)
Mr. R. W. Ellison

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1959
FORM E-30X—50M—2-59—18190
FOR FILING

S 234 (12)
SG 234 (11)
54.45

A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 25, 1959

SUBJECT: Estimated Signing Installation Costs
West Unit Siuslaw River-Walton Section
Richardson-Eugene Highway

To: R. L. Porter
Office Engineer
OFFICE

On the Federal Aid Secondary Project mentioned above, we desire to install the required signing by State Forces and receive federal reimbursement. The estimated cost for installing the signing is $250.

Original Signed by
J. AL HEAD

J. Al Head
Ass't. Traffic Engineer

LEO:pk/jv
cc: Tom Edwards
W. O. Widdows

RECEIVED
NOV 20 1959
FOR FILING

S 234(15)
Sc 234(15)
54[illegible]

A

November 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering furnishing material for a private grade crossing on the West Unit, Siuslaw River-Walton Section of the Richardson-Eugene Highway in Lane County, Contract No. 5445, in connection with Federal Aid Project No. SO-234(16).

The railroad agreement provides a plank crossing at grade for access to the Forcia property. Original access was destroyed in construction of the railroad overcrossing.

The work of constructing the plank crossing was done by the railroad forces. The Railroad Company could not get material on the job without considerable delay and requested that the State contractor procure and haul the planking to the job site. This was done enabling the contractor to proceed with the grading in the vicinity of the structure.

The Railroad Company did not wish to buy the material from the contractor as it would require a separate R.R. contract with him and cause further delay in construction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:jb
Enc.

A

RECEIVED
OV 1 1959
FOR FILING

A-324(1E)
BG 324(1E)
5445

November 18, 1959

Mr. Earl Whittaker
Mapleton, Oregon

Dear Mr. Whittaker:

Replying to your letter of November 3 regarding the possibility of a new bridge at Mapleton and the effect it might have on your service station, I can only inform you at this time that we have no funds for the construction of such a bridge.

It will be necessary that we keep the existing bridge in repair and under traffic for some time to come. I would suggest that you continue the full use of your property.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

DJB:law ae

FORM S-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

REFERRED TO
Cooper
State Highway Engineer

November 3, 1959

RECEIVED
NOV 5 1959
OREGON
STATE HIGHWAY COMMISSION

Mr. Earl Whittaker
Mapleton, Oregon

Dear Mr. Whittaker:

Reference is made to your card of October 20 calling our attention to the muddy condition of the Siuslaw River at Mapleton.

In this connection, I have had an investigation made as to how we were contributing to this condition. I find that our contractor, the Earl L. McNutt Company, has worked in the channel of Wildcat Creek intermittently for a total of 26 days since July 13. Further, our observations of the Siuslaw River at Mapleton would not lead us to believe that all of the muddying up of the stream could possibly come from Wildcat Creek, which is a small tributary of the Siuslaw. As you know, it is difficult to build highways and channel changes in the creek without causing some riling of the waters. However, our contractor has been most co-operative and this has been held to a minimum.

I wish to call your attention to the fact that Wildcat Creek is only one of the small tributaries of the Siuslaw. Others coming into the Siuslaw above Mapleton are Indian Creek, Deadwood Creek, Lake Creek, Green Creek, Knowles Creek, Turner Creek, Whittaker Creek, Wolf Creek and Esmond Creek, along with several dozen other small ones. There is, of course, other construction work going forward on some of these other tributaries to the Siuslaw, constructors of logging access roads, et cetera.

We will certainly exercise all possible care in the future to hold the muddying of the river to a minimum.

I thank you for having brought this matter to our attention.

As our job in the Austa area nears completion, we plan on seeding and mulching it for erosion control, which will serve to minimize this condition with the completed project.

Very truly yours,

W. C. Williams
State Highway Engineer

Mr. W. C. Williams

I have investigated also a State Game Com. representative and we found the cause of the muddy condition on the Siuslaw was due to Mc Nutt Contractors. During a rain other tributaries will contribute dirty water. During the days of good weather when the river became muddy is was due to Route F construction.

Fishing conditions (especially fly fishing) has almost been impossible at Mapleton & above.

There is another matter I wish to ask you about & that is Route F at Mapleton. I own & operate the Union Station on the south side of the bridge approach where it comes into Hiway 36.

Two of the Lane County Commissioners have told me that a new bridge was contemplated, and that I should write to the State Hiway Com. for particulars as I surveys on the Westend of the bridge have gone thro my place of business.

I have been intending for some time in modernizing the front of my business building, but do not want to if a new bridge is going to be built at the present site soon & cut off some of my property.

Please advise me.

Earl Whittaker

A

RECEIVED
NOV 13 1959
FOR FILING

S-234(15)
SG 234(16)
5445

November 12, 1959

Mr. E. O. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224-234, covering seeding and mulching on the West Unit, Siuslaw River-Walton Section of the Richardson-Eugene Highway in Lane County, Contract No. 5445, in connection with Federal Aid Project No. S-234(15), SG-234(16).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-4.3 is requested.

The total estimated amount of the order is $2,500.00, with Federal participation of $1,445.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

A

RECEIVED
NOV - 3 1959
FOR FILING

J 234(15)
JG 234(16)
345

November 3, 1959

1439

Mr. Earl Whittaker
Mapleton, Oregon

Dear Mr. Whittaker:

Reference is made to your card of October 20 calling our attention to the muddy condition of the Siuslaw River at Mapleton.

In this connection, I have had an investigation made as to how we were contributing to this condition. I find that our contractor, the Earl L. McNutt Company, has worked in the channel of Wildcat Creek intermittently for a total of 26 days since July 13. Further, our observations of the Siuslaw River at Mapleton would not lead us to believe that all of the muddying up of the stream could possibly come from Wildcat Creek, which is a small tributary of the Siuslaw. As you know, it is difficult to build highways and channel changes in the creek without causing some riling of the waters. However, our contractor has been most co-operative and this has been held to a minimum.

I wish to call your attention to the fact that Wildcat Creek is only one of the small tributaries of the Siuslaw. Others coming into the Siuslaw above Mapleton are Indian Creek, Deadwood Creek, Lake Creek, Green Creek, Knowles Creek, Turner Creek, Whittaker Creek, Wolf Creek and Esmond Creek, along with several dozen other small ones. There is, of course, other construction work going forward on some of these other tributaries to the Siuslaw, constructors of logging access roads, et cetera.

We will certainly exercise all possible care in the future to hold the muddying of the river to a minimum.

I thank you for having brought this matter to our attention.

As our job in the Austa area nears completion, we plan on seeding and mulching it for erosion control, which will serve to minimize this condition with the completed project.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. D. Morgan

LHY:fp ae

The river at Mapleton is extremely muddy most of the time due to Route F Construction at Austa. It is impossible for fishing even tho there is no rain. Very seldom is the Suislaw River at & above Mapleton clear enough to fish this fall. The Lane County Com. have been contacted as well as the ~~State~~ Game Depart & County Saintation Office & game ~~[illegible]~~ patral Officer.

Earl Whittaker
Mapleton Ore

MAPL N.
OCT 2
5 - PM
1959

THIS SIDE OF CARD IS FOR ADDRESS

U.S. POSTAGE 3¢
IN GOD WE TRUST
LIBERTY

State Hiway Com.
Salem Oregon

RECEIVED
OCT 21 1959
OREG.
STATE HIGHWAY COMMISSION

To Chairman of Com.

RECEIVED
OCT 21 1959
FOR FILING

S 234(15)
S 234(16)
5415

October 21, 1959

Mr. Earl Whittaker
Mapleton, Oregon

Dear Mr. Whittaker:

This is to acknowledge your post card, addressed to the Chairman of the State Highway Commission, concerning an extremely muddy condition in the Siuslaw River because of construction on Route "F" at Austa.

Mr. M. K. McIver, Chairman of the Commission, is in the east at the present time and will not return for several days.

The State Highway Department has a contract with Earl L. McNutt Company in this vicinity, and it is my understanding that E. C. Hall Company is working on a Bureau of Public Roads contract in the same area.

Your card is being forwarded to Mr. W. C. Williams, State Highway Engineer, for such investigation and action as may be necessary.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: W. C. Williams

The river at Mapleton is extremely muddy most of the time due to Route F Construction at Austa. It is impossible for fishing even tho there is no rain. Very seldom is the Siuslaw River at & above Mapleton clear enough to fish this fall. The Lane County Com. have been contacted as well as the ~~State~~ Game Depart & County Sanitation Office & game ~~[illegible]~~ patrol officer.

Earl W. Whittaker
Mapleton Ore

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAY 6 - 1959
FOR FILING
1-234-15
[illegible]
5445

May 5, 1959

Earl L. McNutt Company
351½ East Broadway Street
Eugene
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5445, awarded April 16, 1959, for structures-grading on the West Unit, Siuslaw River-Walton Section of the Richardson-Eugene Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Encl.

RECEIVED
APR 30 1959
FOR FILING

S 234 (15)
SG 234 (16)
5445

April 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started April 22, 1959, on Contract No. 5445, West Unit, Siuslaw River-Walton Section, Lane County, in connection with Federal Aid Project Nos. S-234(15) and SG-234(16).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
[illegible] 1959
FOR FILING

5445

April 16, 1959

Earl L. McNutt Company
351½ East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5445 for grading, stone base, and bridge and retaining wall construction on the West Unit, Siuslaw River-Walton Section of the Richardson-Eugene Highway in Lane County.

This award was based on your bid of $477,817.00 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
[illegible] - 1959

FOR FILING
L234 (15)
LG-234 ([illegible])
3445

Earl L. McNutt Company
351½ East Broadway
Eugene, Oregon

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Attention: Mr. Forrest Cooper

Dear Mr. Cooper:

I have for reply your letter of April 3, 1959, concerning a modification in Sheet No. 2 of the original plans for the above project and have reviewed the modification on the corrected Sheet No. 2 which you forwarded to us. It is our understanding that this modification will permit slopes of ½:1 in rock or sandstone.

I wish to inform you that our Company will be willing to accept the award of the contract, by the Commission, and execute the same, at our March 24th bid price, being ample consideration, notwithstanding the fact that the contract when awarded will include the modification set forth in your letter and as indicated on the corrected Sheet No. 2 of the plans which you enclosed.

Very truly yours,

EARL L. McNUTT COMPANY

By E. L. McNutt

copies to District
& Edwards

RECEIVED
APR 8 1959
STATE HIGHWAY ENGINEER

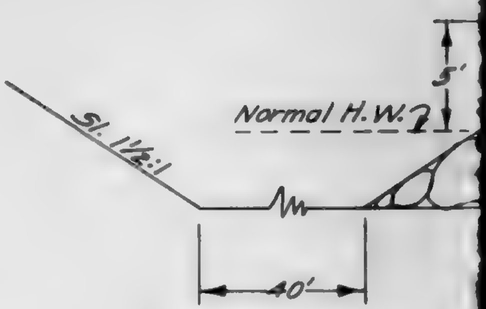
RECEIVED
[illegible]
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

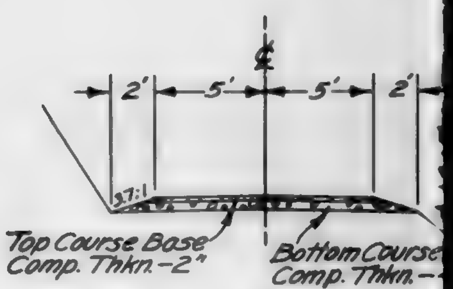
SUMMARY

Length of F.A. Project 1.8791 Miles.

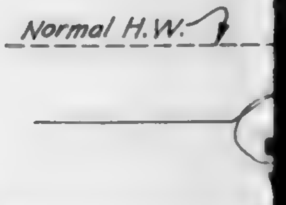
	ITEM	UNIT	NET QUANT.	ALLOW.	TOTAL	
ROADWORK	Clearing & Grubbing	All	All	–	All	S -234(15)
	Felling Danger Trees	Sq. Ft.	80	20	100	
	Drainage Excavation, Unclassified	Cu. Yd.	493	47	540	
	General Excavation, Unclassified	Cu. Yd.	268,916	27,084	296,000	
	Short Overhaul	Yd. Sta.	461,075	45,925	507,000	
	Long Overhaul	C-Yd. Sta.	5,588	562	6,150	
	Finishing Roadbed and Slopes	Mile	1.72	–	1.72	
	Rounding Cutbanks	Lin. Ft.	7,709	791	8,500	
	18-inch Corrugated Metal Pipe	Lin. Ft.	240	20	260	
	12-inch Concrete Pipe	Lin. Ft.	103	17	120	
	18-inch Concrete Pipe	Lin. Ft.	450	50	500	
	24-inch Concrete Pipe	Lin. Ft.	200	20	220	
	36-inch Concrete Pipe	Lin Ft.	116	14	130	
	Coarse Crushed Material in Base	Cu. Yd.	6010	590	6600	
	3/4"-0 Material in Base	Cu. Yd.	1161	139	1300	
	Sprinkling	M. Gal.	448	42	490	
BRIDGE No 8553 at Sta. 680+55	Structural Excavation	Cu. Yd.	70	10	80	
	Furnish 10" BP 42# Steel Piling	Lin. Ft.	240	–	240	
	Drive Steel Piles	Each	8	–	8	
	Splice Steel Piles	Each	2	–	2	
	Class "A" Concrete	All	All	–	All	
	Metal Reinforcement	All	All	–	All	
	8-inch Metal Drain Pipe	Lin. Ft.	40	5	45	
BRIDGE No 8554 at Sta. 685+55	Structural Excavation	Cu. Yd.	77	8	85	
	Furnish 10" BP 42# Steel Piling	Lin. Ft.	260	–	260	
	Drive Steel Piles	Each	8	–	8	
	Splice Steel Piles	Each	2	–	2	
	Class "A" Concrete	All	All	–	All	
	Metal Reinforcement	All	All	–	All	
	8-inch Metal Drain Pipe	Lin. Ft.	40	5	45	
BRIDGE No 8555 at Sta. 707+00	Structural Excavation	Cu. Yd.	210	15	225	
	Furnish 12" BP 53# Steel Piling	Lin. Ft.	180	–	180	
	Drive Steel Piles	Each	4	–	4	
	Splice Steel Piles	Each	2	–	2	
	Class "A" Concrete	All	All	–	All	
	Metal Reinforcement	All	All	–	All	
	8-inch Metal Drain Pipe	Lin. Ft.	60	5	65	
BRIDGE No 8556 S.P.R.R. Oxing	Structural Excavation	Cu. Yd.	435	15	450	SG-234(16)
	Furnish 10" BP 42# Steel Piling	Lin. Ft.	400	–	400	
	Drive Steel Piles	Each	8	–	8	
	Splice Steel Piles	Each	3	–	3	
	Class "A Concrete	All	All	–	All	
	Metal Reinforcement	All	All	–	All	
	8-inch Metal Drain Pipe	Lin. Ft.	70	5	75	



CHANNEL CHANGE
Sta. 670+00 to Sta. 675+5
678+00 Lt. 681+5
719+20 730+0



TEMPORARY ROAD APPRO
Sta. 687+00



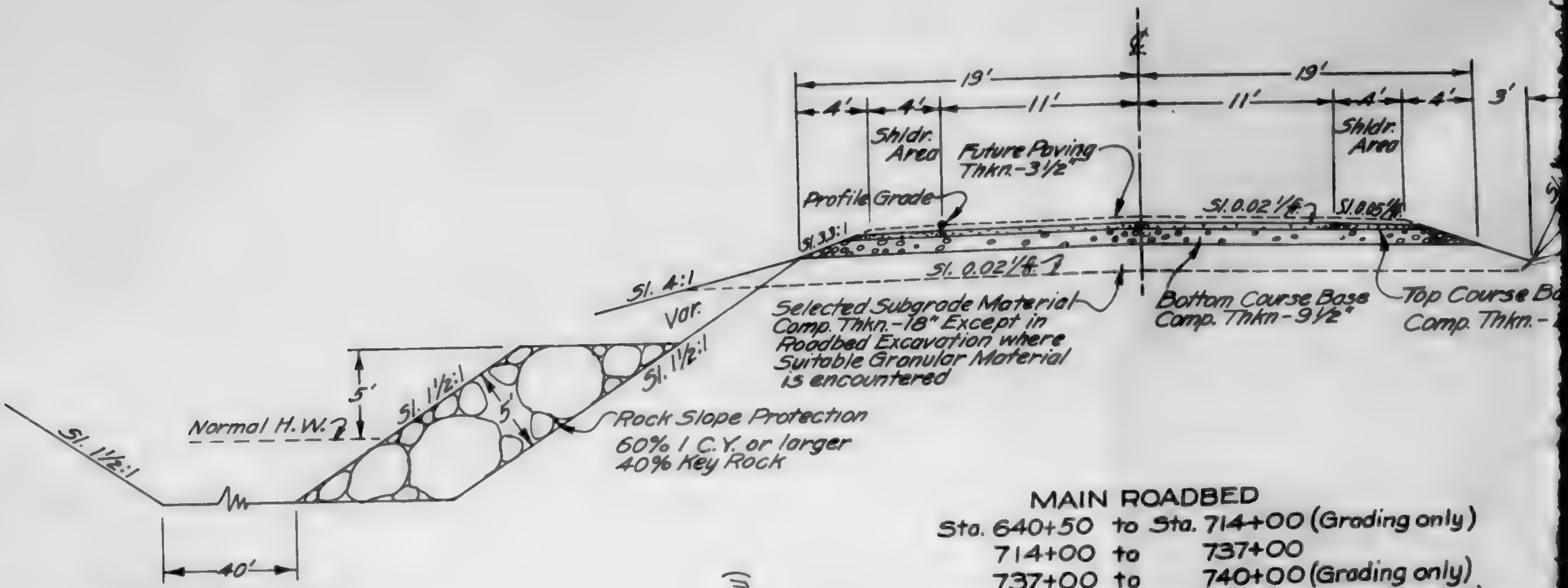
ROCK SLOPE PROTECTI

SIUSLAW
RICHA

FED. ROAD Div. No.	
8	

Revised 9

TYPICAL SECTIONS

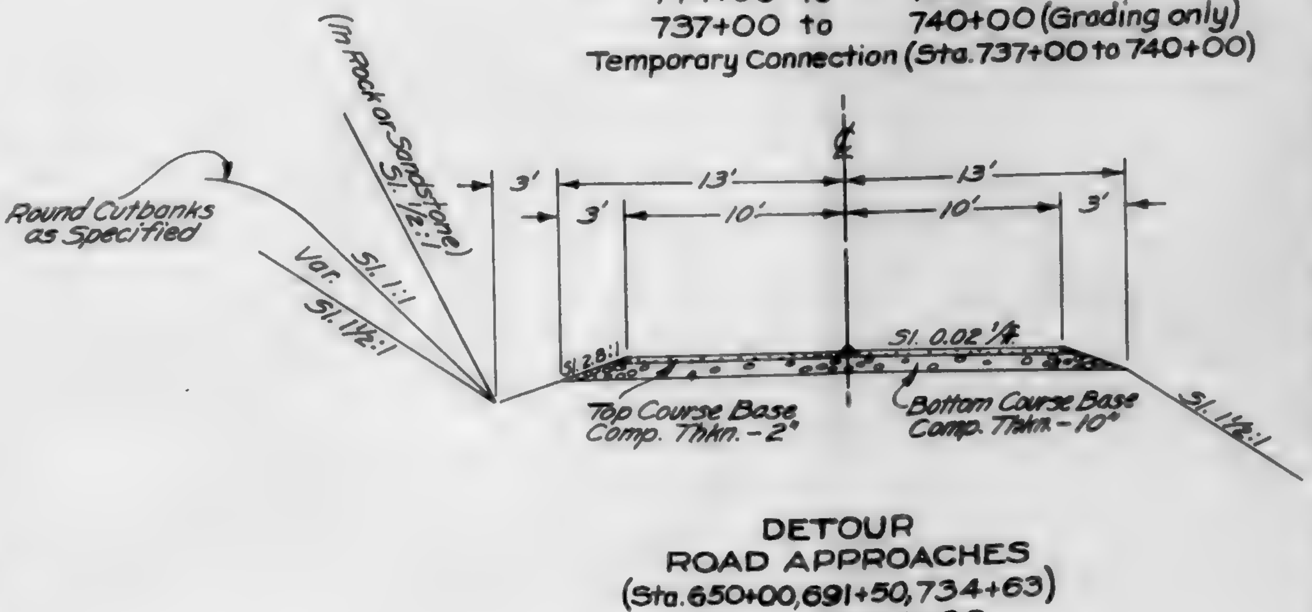


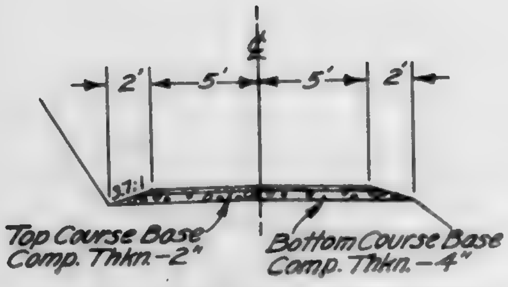
℄
19'
19'
4'
4'
11'
11'
4'
4'
3'
Shldr. Area
Shldr. Area
Future Paving Thkn.-3½"
Profile Grade
Sl. 0.02'/ft.
Sl. 0.05'/ft.
Sl. 3.3:1
Sl. 0.02'/ft.
Sl. 4:1
Var.
Selected Subgrade Material Comp. Thkn.-18" Except in Roadbed Excavation where Suitable Granular Material is encountered
Bottom Course Base Comp. Thkn-9½"
Top Course Ba Comp. Thkn.-
5'
Sl. 1½:1
Sl. 1½:1
5'
Normal H.W.
Sl. 1½:1
Rock Slope Protection 60% 1 C.Y. or larger 40% Key Rock
40'

CHANNEL CHANGE
Sta. 670+00 to Sta. 675+50 Lt.
678+00 Lt. 681+50 Rt.
719+20 730+00 Rt.

MAIN ROADBED
Sta. 640+50 to Sta. 714+00 (Grading only)
714+00 to 737+00
737+00 to 740+00 (Grading only)
Temporary Connection (Sta. 737+00 to 740+00)

S -234(15)

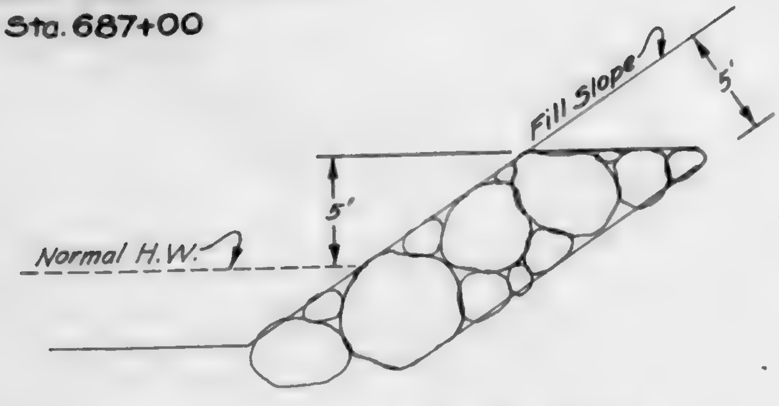




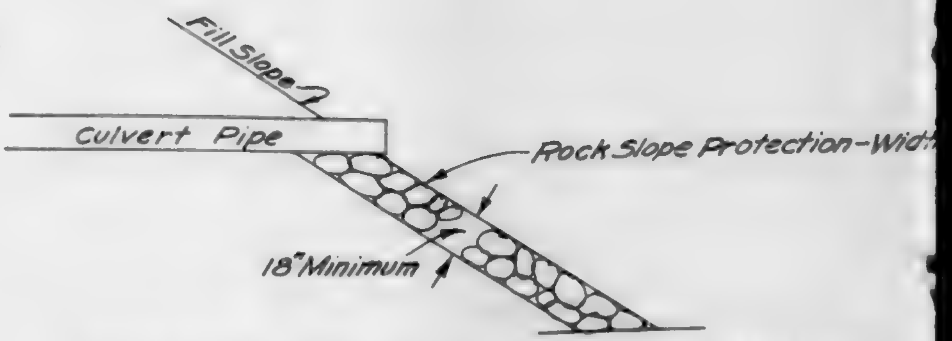
℄
2'
5'
5'
2'
S7:1
Top Course Base Comp. Thkn.-2"
Bottom Course Base Comp. Thkn.-4"

TEMPORARY ROAD APPROACH
Sta. 687+00

DETOUR
ROAD APPROACHES
(Sta. 650+00, 691+50, 734+63)
A Line - 1+00 to 9+90
B Line - 0+00 to 7+95



-SG-234(16)



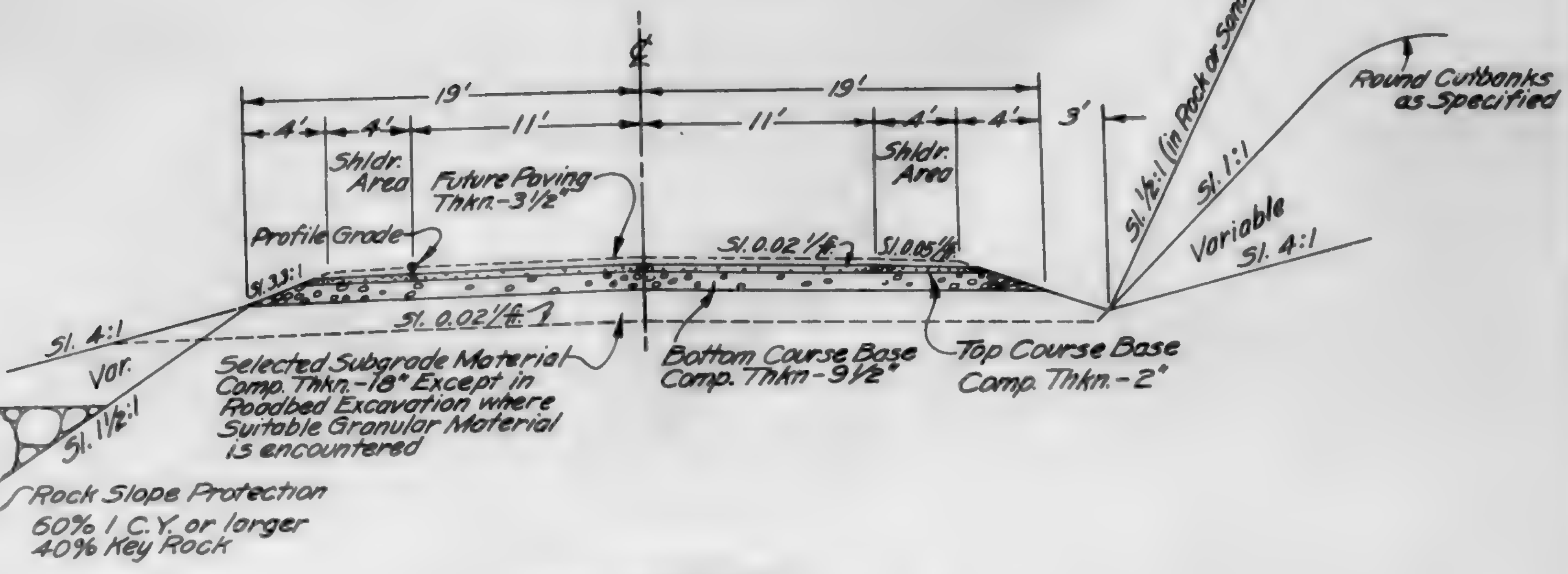
ROCK SLOPE PROTECTION AT BRIDGE ENDS

ROCK SLOPE PROTECTION AT CULVERT OUTLETS
(Where necessary to protect Fill Slopes)
Sta. 676+00
724+25

WEST UNIT SIUSLAW RIVER-WALTON SECTION RICHARDSON-EUGENE HIGHWAY LANE COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-234(15) SS-234(16)		See Index

Revised 3-31-'59 Cut Slopes

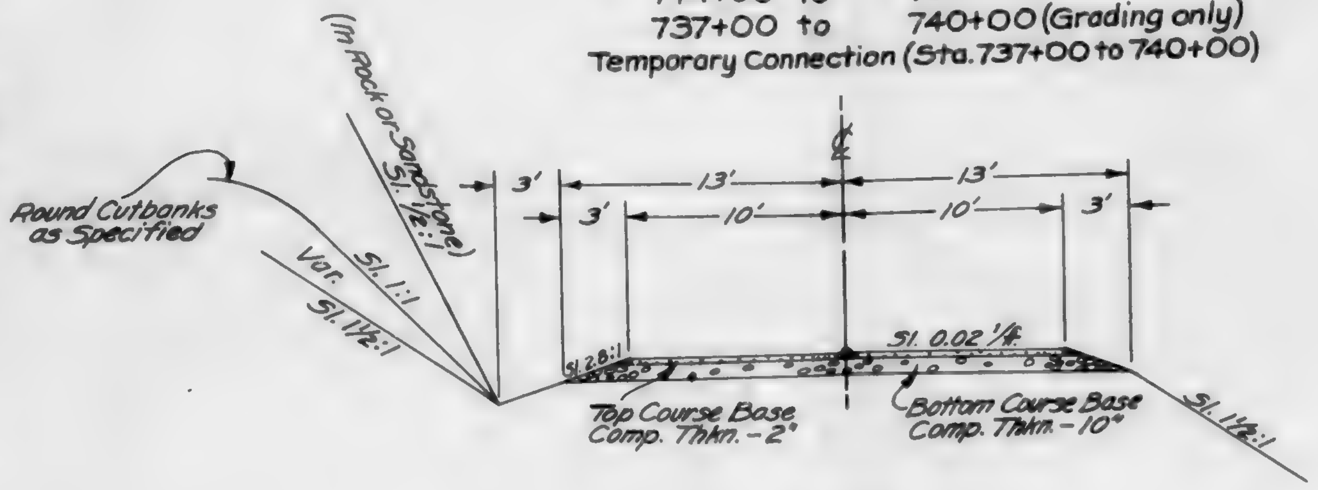
TYPICAL SECTIONS



℄
19'
19'
4'
4'
11'
11'
4'
4'
3'
Shldr. Area
Shldr. Area
Future Paving Thkn.-3½"
Profile Grade
Sl. 3.3:1
Sl. 0.02 ¼'
Sl. 0.05 ¼'
Sl. 0.02 ¼'
Sl. 4:1
Var.
Sl. 1½:1
1½:1
5'
Selected Subgrade Material Comp. Thkn.-18" Except in Roadbed Excavation where Suitable Granular Material is encountered
Bottom Course Base Comp. Thkn-9½"
Top Course Base Comp. Thkn.-2"
Rock Slope Protection 60% 1 C.Y. or larger 40% Key Rock
Sl. ½:1 (in Rock or Sandstone)
Sl. 1:1
Variable
Sl. 4:1
Round Cutbanks as Specified

MAIN ROADBED
Sta. 640+50 to Sta. 714+00 (Grading only)
714+00 to 737+00
737+00 to 740+00 (Grading only)
Temporary Connection (Sta. 737+00 to 740+00)

Lt.
Rt.
Rt.

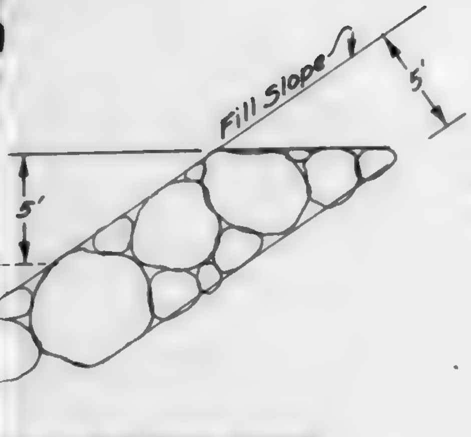


(In Rock or Sandstone) Sl. ½:1
Round Cutbanks as Specified
Var.
Sl. 1:1
Sl. 1½:1
℄
3'
3'
13'
13'
10'
10'
3'
3'
Sl. 2.8:1
Sl. 0.02 ¼'
Top Course Base Comp. Thkn.-2"
Bottom Course Base Comp. Thkn.-10"
Sl. 1½:1

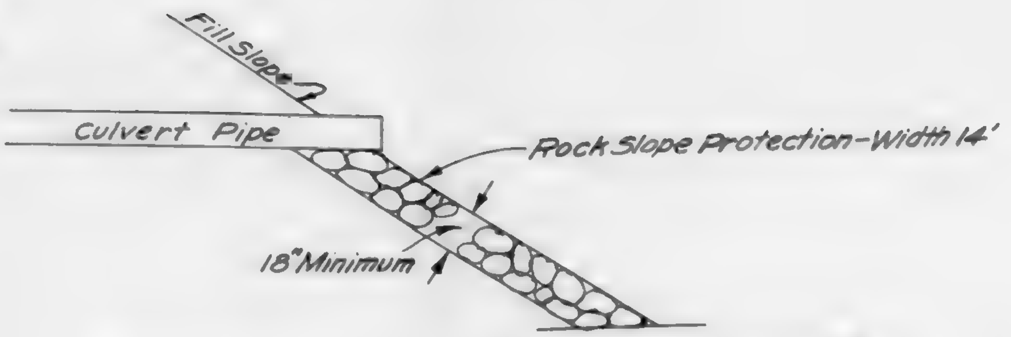
DETOUR
ROAD APPROACHES
(Sta. 650+00, 691+50, 734+63)
A Line - 1+00 to 9+90
B Line - 0+00 to 7+95

ase

CH



ON AT BRIDGE ENDS



ROCK SLOPE PROTECTION AT CULVERT OUTLETS
(Where necessary to protect Fill Slopes)
Sta. 676+00
724+25

C.O. St.Helen

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
MAR 27 1959
FOR FILING

S-234(15)
SG-234(16)
5445

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

March 24, 1959

Pacific Telephone and Telegraph Company
509 S. W. Oak
Portland 5, Oregon

Re: Pacific Telephone and Telegraph Company
Telephone Line Adjustments
W. Unit, Siuslaw River-Walton Section
Richardson-Eugene Highway
Lane County

Gentlemen:

Bids on the above titled project will be received on March 24, 1959, and certain of your facilities must be adjusted in order to accommodate the highway construction.

Your existing facility consists of a contact on a Western Union pole which crosses the new highway near Engineer's Station 713. The pole line is on Southern Pacific Company right of way, and the contact was placed under the terms of an agreement dated August 1, 1946.

It will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the adjustment under Policy and Procedure Memorandum 30-4, issued by the Bureau of Public Roads under date of December 31, 1957, a copy of which was sent to you by Mr. W. C. Williams, State Highway Engineer, on February 5, 1958. In the event that any of the work for which the State is to make reimbursement is let to contract your special attention is called to paragraph 6 of PPM 30-4.

In order that we may comply with the Federal regulations, it is requested that you submit a sketch map or maps together with an estimate of the cost of the work in conformance with the requirements of PPM 30-4. These should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate and sketch have been received and approved you will be notified to proceed with the work.

Further details may be secured from Mr. Geary Worth, 2191 East 15th, Eugene, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. F. B. Klaboe
Mr. Forrest Cooper ✓
Mr. Frank Morgan
Mr. Curtis Baker (4)
Mr. Geary Worth
Mr. D. J. Sage

NOTED

RECEIVED
MAR 25 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR [illegible] 1959
FOR FILING

OREGON DISTRICT

S-234(15)
SG-234(16)
5-145

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.5

March 19, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Ivan D. Merchant

Re: Oregon Projects S-234(15) & SG-234(16),
West Unit, Siuslaw River-Walton Section

Dear Sir:

We acknowledge receipt of the 3 copies of estimate and sketches for work to be performed by the Western Union Telegraph Company, under your transmittal letter of March 12, 1959.

PPM-30-3 covering Railroad and Utility work defines agreements required on Federal Aid work as either a formal agreement or an exchange of correspondence.

To complete the agreement for this project we will need 3 copies of a letter from the State to the Western Union showing that it is the obligation of the State to reimburse the Utility for the necessary adjustments.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

Edw.

RECEIVED
MAR 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

S-188(3) Albany-Orleans Jct. & 1959
S-390(2) Greens Br.-Kelly Rd. Secs.
#5446 (Paving)

RECEIVED
NOV 17 1960
FOR FILING

[illegible]

[illegible]

5446

November 16, 1960

American Casualty Co.
607 Washington Street
Reading, Pa.

Gentlemen:

Attached is a copy of a claim in the amount of $1,209.64 which has been filed with the Secretary of State on November 14, by Grinnell Company of Oregon, Portland, for materials furnished to Whitcomb Sprinkler Company, Portland. This appears to be in connection with State Highway Contract No. 5446 with J. C. Denton & Sons, Inc., prime contractors, for roadside improvement on the Rogue River-Park St. Unit, Redwood Highway Junction Section of the Pacific Highway in Josephine County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Bourland-McElhinny Insurance Agency, Inc.
1900 Fairgrounds Road N. E.
Salem, Oregon

J. C. Denton & Sons, Inc.
505 Park Building
Portland 5, Oregon

NOTED ON CARD

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

November 14, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from W. R. Harri, Credit Manager, Grinnell Company of Oregon, 3240 N. W. 29th Avenue, Portland 10, Oregon, and filed as of this date, a notice of claim by Grinnell Company of Oregon for material furnished (pipe, pipe fittings, lawn sprinkler heads, lawn sprinkler valves) to Whitcomb Sprinkler Company, 5253 N. E. Sandy Boulevard, Portland, Oregon for the roadside improvement project at Grants Pass, Oregon on which J. C. Denton and Sons, Inc., of Portland, Oregon, were the general contractors in the sum of $1,209.54 against the bond taken from American Casualty Company, through Bourland-McElhinny Insurance Agency, Inc., 1960 Fairgrounds Road N. E., Salem, Oregon, for the work of J. C. Denton Contract #5610 for roadside improvement on the Rogue River-Park St. Unit, Redwood Highway Junction Section of the Pacific Highway in Josephine County.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
1 · 1960
OREGON
STATE HIGHWAY COMMISSION

AUTOMATIC
SPRINKLER SYSTEMS
GRINNELL
DIAPHRAGM VALVES
PIPE HANGERS
AND SUPPORTS

GRINNELL COMPANY
OF OREGON
EXECUTIVE OFFICES PROVIDENCE, R.I.
3240 N. W. 29TH AVENUE
PORTLAND 10, OREGON

PIPE, FITTINGS AND
VALVES
PLUMBING AND HEATING
MATERIAL
PREFABRICATED PIPING
AND SUPPLIES

IN REPLY REFER TO -

November 11, 1960

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, Grinnell Company of Oregon, Portland, Oregon, has a claim for material furnished (pipe, pipe fittings, lawn sprinkler heads, lawn sprinkler valves) to Whitcomb Sprinkler Company, 5253 N. E. Sandy Boulevard, Portland, Oregon, which was for the roadside improvement project at Grants Pass, Oregon, on which J. C. Denton and Sons, Inc., of Portland, Oregon, were the general contractors in the sum of $1,209.64 against the bond taken from American Casualty Company, through Bourland-McElhinny Insurance Agency, Inc., 1980 Fairgrounds Road N.E., Salem, Oregon, for the work of J. C. Denton contract # 5610 for roadside improvement on the Rogue River-Park St. Unit, Redwood Highway Junction Section of the Pacific Highway in Josephine County.

Yours very truly,

GRINNELL CO. OF OREGON

W. E. Harris
W. E. Harris
Credit Manager

File #3729

FILED
NOV 14 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

[illegible]
cc: Secretary of State ✓
J. C. Denton & Sons
Whitcomb Sprinkler Company
American Casualty Company
Grinnell Co. Attorney

RECEIVED
NOV 14 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED
H. S. COX

OREGON STATE HIGHWAY DEPARTME

INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8/16/60	cc 632		522-1087-297

NOTED
C. G. SWENSON

Contract 2446
[illegible]

Linn County
Albany, Oregon

Attn: County Court

INVOICE NUMBER
66151

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Greens Bridge-Kelly Road and Albany-Orleans Junction Sections, FAS 126 and 595, covered by agreement dated 3/12/59			
Original advance deposit	$16,300.00		
Less amount previously transferred	13,300.00		
Balance in advance deposit			$3,000.00
County share costs as per attached statement	$13,692.72		
Less amount previously transferred	13,300.00		
Balance			392.72
To be retained			$2,607.28

RECEIVED
1960
COUNTY

ACKNOWLED [illegible] REQUEST

By

A 150 (REVISED 7-60)

NOTED
H. S. COX

NOTED
C. G. SWENSON

August 15, 1960

NOTED
V. R. JONES

Linn County Court
Courthouse
Albany, Oregon

NOTED
Harold C. Ayers

Gentlemen:

Final costs are now available for the Green Bridge-Kelly Road and Albany-Orleans Junction Sections, Contract #5446, on FAS 126 and 595, as shown in the attached cost statement. In accordance with an agreement signed March 12, 1959, a refund of $2,607.28 is due the county in connection with this project. This refund is being held and applied on the advance deposit for the Hamilton Creek Bridge. The following summary indicates the present status of the Hamilton Creek Bridge advance deposit:

Cash received 8/8/60	$1,900.00
Refund on Contract #5446	2,607.28
Total advance deposit.	$4,507.28

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox

H. S. Cox
Assistant County and City Relations Engineer

HSC:mm
Att.

RECEIVED

FOR FILING

S-188(2)
S-390(2)
5446

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section **Albany-Orleans Junction** Highway **FAS 595**

County **Linn** MP ______ to MP ______ Contractor **R. Houck**

Resident Engineer **F. S. Walters** Inspector ______

Date Completed ______ Date Reported **June 30, 1960**

Type and Thickness of Wearing Surface **3" B** A. C. ____ Oil Mat ______ Seal.

N, [✓ S,] E, W from MP or Sta. 200							[✓ N,] S, E, W from MP or Sta. 0+00						
Mile	Wheel Count	Roughness		Test Run On			Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal			Total	Per Mile	Top	Base	Seal
1	750	85	85	x			1	750	99	99	x		
2	1500	179	94	x			2	1500	196	97	x		
3	2250	260	81	x			3	2250	301	105	x		
4	3000						4	3000					
5	3750						5	3750					
6	4500						6	4500					
Average Roughness Per Mile 86.6"							Average Roughness Per Mile 100"						

Remarks: **A.C. over existing surfacing**

To 75	- Good
75-100	- Fair
Over 100	- Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

A

RECEIVED
1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 24, 1959

(CONTRACT NO.) [illegible] (1) [illegible] (2)	(EST. NO.)	(CONTRACT0R)
5446 5446	3A FF	Roy L. Houck & Sons & Roy L. Houck Sons' Corp.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
28786	105919	$274.40 11-24-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 85 workdays from May 1, 1959

Time Extensions: None of record

Completion Date: June 17, 1959

Date Accepted: July 2, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: November 25, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

NOV 25 1959

RECEIVED
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 24, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
S-188(3) S [illegible](2) 5446 5446	3 Final	Roy L. Houck & Sons & Roy L. Houck Sons' Corp.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
28785	105918	$ 1,997.49	11-24-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **85 workdays from May 1, 1959**

Time Extensions: **None of record**

Completion Date: **June 17, 1959**

Date Accepted: **July 2, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **November 25, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: [illegible] 1959

NOTED ON CARD

RECEIVED
SEP 30 1959

FOR FILING
[illegible]
[illegible]
5446

September 30, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to Roy L. Houck & Sons, and Roy L. Houck Sons' Corp., on contract #5446 for paving the Albany-Orleans Jct. and Greens Bridge-Kelly Road Sections of the Albany-Oakville Road and Greens Bridge-Scio Road in Linn County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $66,857.33, including the post-final payment of $274.40. Of the total, $428.07 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECORDED
JUL 29 1959

FOR FILING
[illegible] 128(3)
[illegible] (2)
[illegible]

A

July 29, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5446 for paving the Albany-Orleans Jct. and Greens Bridge-Kelly Road Sections on the Albany-Oakville Road and Greens Bridge-Scio Road in Linn County, was completed by the contractor, Roy L. Houck & Sons, & Roy L. Houck Sons' Corp., on June 17, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $1,997.49 will be released to the contractor on or after August 10, 1959. The total contract amount is $66,582.93, of which amount $153.67 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JUL 13 1959
FOR FILING

[illegible]
[illegible]
5446

July 10, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Roy L. Houck & Sons, & Roy L. Houck Sons' Corporation on contract #5446, covering paving on the Albany-Orleans Jct. and Greens Bridge-Kelly Road on the Albany-Oakville Road & Greens Bridge-Scio Road in Linn County.

This payment, in the amount of $7,913.99 will be released to contractor on or after July 20, 1959. The retained percentage is $1,997.49.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

By: C. W. Head
Assistant Secretary

dc

NOTED
V. R. JONES

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

June 25, 1959

Linn County Court
Courthouse
Albany, Oregon

NOTED

Proj S-390(2)

S-188(3)

Gentlemen:

This is to advise you that work on Contract No. 5446, Albany-Orleans Junction Section of FAS 595 and Greens Bridge-Kelly Road Section of FAS 126 was completed on June 17, 1959.

Under the terms of an agreement dated March 12, 1959, the county assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swensen
Engineer, County & City Relations

JDG:eg

RECEIVED
JUN 23 1959
FOR FILING

S-188(3)
S-390-(2)
5446

June 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 17, 1959, on Contract No. 5446, Albany-Orleans Jct. and Greens Bridge-Kelley Road Section, in Linn County, in connection with Federal Aid Project Nos. S-188(3) and S-390(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

Form E-1—(Rev.)—40M—3-50

X 180(3)
[illegible]
5446

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 20, 1959

Section Albany-Orleans Jtc.&Greens Br.-Kelly Road

Highway Albany-Oakville &Greens Br.-Scio County Linn

Contractor Roy L. Houck & Sons & Roy L. Houck Sons Corp.

Date of contract April 16, 1959

Date work started May 27, 1959

Project authorization $ 81,630.79
Exclusive of engineering $ 75,825.36

Kind of work Paving

Section prefix 522-1087

Contract number 5446

Specified work days 85

Work days used 24

Per cent of time elapsed 28 %

Estimated cost of completed project, exclusive of engineering $ 67,200

Estimated per cent overrun or underrun - 11.4 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 5,804.36

Engineering cost to date $ 1700, 29 %

Date project was completed 6-7, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed final finishing and move out Wednesday. Both Units completed.

Semi-Final estimate computed and being held for E.W.O. bills for submission to Division office.

FINAL REPORT

NOTED

CONSTRUCTION DIVISION
RECEIVED
JUN 22 1959
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed S Waller

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.53		.73	4.53
Miles partially completed		[illegible]		.2	
Miles completed		4.53		.73	4.53
Total estimated quantities (contract)		3,000		90	11,340
Total quantities corrected to date		2,935		80	10,173
Estimated quantities moved or placed to date		"		"	"
Average daily quantities		975		80	1128
Average daily quantities necessary to complete project on time		complete		complete	complete
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		1			

Men 1

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power broom 1.., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

A

RECEIVED
JUN - 2 1959

FOR FILING
S-188(3)
390(2)
5446

June 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 26, 1959, on Contract No. 5446, Albany-Orleans Jct. and Greens Bridge-Kelly Rd. Section, in Linn County, in connection with Federal Aid Project Nos. S-188(3) and S-390(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

5446 5-19-59

RECEIVED
MAY 20 1959
FOR FILING

Monthly Transaction No. 3 6/7	Fo R-2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project Report No. 3	**FEDERAL-AID PROJECT AGREEMENT**	County **Linn**
		Project No. **S-188(3)**

S 188(3)
S 37(2)
5446

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From junction FAS 202 to junction FAS 216
(North Unit, Oakville Road Section) on County Road

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-5-59	3.8
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 66,069	Federal funds $ 40,800

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
Deputy **State Highway Engineer**
(title)

By ____________
____
(title)

By ____________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CG Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **May 19, 1959**

USComm-DC 11169

May 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Albany-Orleans Junction Section, Project No. S-188(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMG:gh

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Albany-Orleans Junction Section, Project No. S - 188(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:gh

Federal Aid Secondary
Project No. S-188(3)

Oregon State Highway Section

ALBANY-[illegible] JUNCTION SECTION OF THE
ALBANY-OAKVILLE ROAD IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 29, 1959

Type Code 6201
Roadway (Sta. 0+00 to Sta. 200+73)(Contract No. 5446)

RS-1 Asphalt	8 tons	$50.00	$ 400.00
Class "B" Asphaltic Concrete in Patching	340 tons	5.38	1,829.20
Class "B" Asphaltic Concrete	9,200 tons	5.38	49,496.00
Extra for Paving Approaches	60 only	25.00	1,500.00
3/4" - 0 Material in Shoulders	2,500 cu. yds.	2.60	6,500.00
Sprinkling	55 M-gal.	2.50	137.50
			$ 59,862.70
Flagging (57½% of Contractor's Cost)	All Required		200.00
	Subtotal		$ 60,062.70
	10% Engr. & Cont.		6,006.27
	Total		$ 66,068.97

Length of Project - - - - - - 3.802 Miles
Cost of Roadway Per Mile- - - $17,377.42

Federal Funds -	$ 40,800.00
State Funds -	12,634.48
County Funds- -	12,634.49
	$ 66,068.97

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Linn County with the Highway Department.

C. S. 1 5446 5-19-59

RECEIVED
MAY 20 1959
5-10
FOR FILING

Monthly Transaction No.	For .-2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Linn**
Project Report No. 3	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **S-390(2)**

S-188(3)
S-29(2)
5446

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **From Santiam River (Greens Bridge) east 0.7 mile (Greens Bridge-Kelly Road Section) on County Road**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-5-59	0.7
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 13,748	Federal funds $ 8,500

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

~~Deputy~~ **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

Date executed by Division Engineer **May 19, 1959**

May 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Greens Bridge-Kelly Road Section, Project No. S-390(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:gh

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Greens Bridge - Kelly Road Section, Project No. S-390(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:gh

Oregon State Highway Department

Federal Aid Secondary
Project No. S-390(2)

GREENS BRIDGE-KELLY ROAD SECTION OF THE
GREENS BRIDGE-SCIO ROAD IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 30, 1959

Type Code 620
Roadway (Sta. 0+38 to Sta. 39+00)(Contract No. 5446)

Preparation of Base	0.73 mile	$300.00	$ 219.00
3/4" - 0 Material in Binder Course	90 cu. yds.	3.00	270.00
RC-3 Asphalt	15 tons	42.50	637.50
Class "B" Asphaltic Concrete	1,800 tons	5.38	9,684.00
Extra for Paving Approaches	10 only	25.00	250.00
3/4" - 0 Material in Shoulders	500 cu. yds.	2.60	1,300.00
Sprinkling	15 M-gal.	2.50	37.50
			$ 12,398.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
	Subtotal		$ 12,498.00
	10% Engr. & Cont.		1,249.80
	Total		$ 13,747.80

Length of Roadway - - - - - - 0.731 Mile
Cost of Roadway Per Mile- - - $18,806.83

Federal Funds -	$ 8,500.00
State Funds -	2,623.90
County Funds- -	2,623.90
	$ 13,747.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Linn County with the Highway Department.

A

FORM 2-123 5M '9-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
~~FLOYD QUERY, SECRETARY~~
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAY 11 1959
FOR FILING

F 188(3)
[illegible]
5446

May 11, 1959

Roy L. Houck & Sons, and
Roy L. Houck Sons' Corporation
1585 North 20th Street
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5446, awarded April 16, 1959, for paving on the Albany-Orleans Jct. and Greens Bridge-Kelly Road Sections of the Albany-Oakville & Greens Bridge-Scio Roads in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

RECEIVED
APR 17 1959

FOR FILING
[illegible]
[illegible]
5446

April 16, 1959

Roy L. Houck & Sons and
Roy L. Houck Sons Corp.
1585 North 20th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5446 for paving on the Albany-Orleans Junction and Greens Bridge-Kelly Road Sections of the Albany-Oakville and Greens Bridge-Scio County Roads, west of Albany, in Linn County.

This award was based on your bid of $72,260.70 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

Form A-130—10M—6-58

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
C. G. SWENSON

Invoice No. 59990

Date April 13, 1959

Your Req. No.

Billing Request No. cc-474

Credit Distribution: 522-1087-297

Linn County
Albany, Oregon

Attn: County Court

NOTED
V. R. JONES

EIVED
APR 14 1959
GINEER
Y & CITY

Advance Deposit	$ 16,300.00
Partial transfer county's share total cost of Albany-Orleans Junction and Greens Bridge-Kelly Road Sections, FAS 595 and 126, covered by agreement dated March, 1959	13,300.00
To be retained	$ 3,000.00

NOTED
JOHN D. GRAHAM

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $................

By...

State Printing 13107

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

April 2, 1959
Salem, Oregon

Advance Deposit
Linn County FAS

Mr. C. H. Maison
OFFICE

NOTED

Attached is a check from Linn County in the amount of $16,300 which represents the county's advance deposit for the Albany-Orleans Junction and Greens Bridge-Kelley Road Sections of FAS 595 and 126 which are county FAS projects.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Att.

NOTED
[illegible]

NOTED
C. G. SWENSON

April 2, 1959

Linn County Court
Courthouse
Albany, Oregon

NOTED
[illegible]

Gentlemen:

This is to acknowledge receipt of an advance deposit of $16,300 in connection with the Albany-Orleans Junction and Greens Bridge-Kelly Road Sections of FAS 595 and 126. A contract for this work will be awarded at the regular Highway Commission meeting on April 16-17 and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

March 24, 1959

Linn County Court
Courthouse
Albany, Oregon

NOTED
V. R. JONES

Gentlemen:

On March 24th a satisfactory bid was received from Roy L. Houck & Sons & Roy L. Houck & Sons Corp. of Salem for constructing the Albany-Orleans Junction & Greens Bridge-Kelley Road Sections of FAS 595 and 126. As per the agreement between county and state the following advance deposit is required prior to award of a contract:

Bid Items	$72,260.70
Flagging	300.00
12-1/2 % Engineering & Contingencies	9,070.09
Estimated Total Cost	$81,630.79
Advance Deposit of 20% - - - - - - - - - -	$16,300.00

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission, forwarding same to this office. If the deposit is mailed so as to arrive in Salem prior to April 13th, a contract will be awarded at the regular Highway Commission meeting on April 16th.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

NOTED
JOHN D. GRAHAM

Recd.
3/24/59
522-1087
Cont. 5446

JFH:cg

2

RECEIVED
... - 1959
FOR FILING

188 (3)
330 (3)
5142

Finance # 252

Salem, Oregon
April 2, 1959

FAS Project Agreement
Linn County

Mr. C. G. Swenson
Engineer, County & City Relations
Office

Attention: John D. Graham
Office Engineer, County & City Relations

Attached is a conformed copy of a Finance Agreement with Linn County covering the Albany-Orleans Junction and Green Bridge-Kelly Roads Sections of FAS 595 and 126 in Linn County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Linn County.

Secretary

rn
Attach: 1

FORM E-30 25M 9-51 32318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 24, 1959
Salem, Oregon

SUBJECT: FAS Project Agreement
Linn County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Albany-Orleans Junction and Greens Bridge-Kelly Roads Sections of FAS 595 and 126 in Linn County.

Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on December 12, 1958.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer, County & City Relations

JDG:cg
Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

RECEIVED
PR 2 - 1959
FOR FILING
S-188(3)
S-390(2)
2446

P

April 2, 1959

County Court of Linn County
Court House
Albany, Oregon

Gentlemen:

We are enclosing for the records and files of Linn County a fully executed copy of a Finance Agreement between the State Highway Commission and Linn County covering the Albany-Orleans Junction and Greens Bridge-Kelly Roads Sections of FAS 595 and 126 in Linn County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc.

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

March 9, 1959

Linn County Court
Courthouse
Albany, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Albany-Orleans Junction and Greens Bridge-Kelly Road Sections of FAS 595 and 126 upon which bids will be received March 24.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $98,300; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest, with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. The signed agreements should be mailed so as to arrive in Salem not later than March 20.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
February 9, 1959

N. Unit, Oakville Road Section
FAS 595
Linn County

S-188(3)

Mr. Tom Edwards
OFFICE

NOTED
John F. Hagemann

The subject named project was approved by the Highway Commission on December 12, 1958, under the name Poor Farm Road Section for constructing a 20' asphaltic concrete pavement with 4' shoulders over the existing 18' to 20' oil mat with shoulders and ditches reshaped by the county to a 30' roadway width.

Most recent traffic volume figures indicate that this road has an ADT of over 1,000 and based on this volume it is believed desirable to increase the pavement width to 22'. This would result in a shoulder width of between 3' and 4'; however, we could show a 4' shoulder width and construct as close to it as possible.

Both the county and the B.P.R. favor the above revision in pavement width.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
cc: Mr. V. C. O'Neil
Mr. F. Hall
Mr. J. D. Walker
Mr. Jack Nash

NOTED
JOHN D. GRAHAM

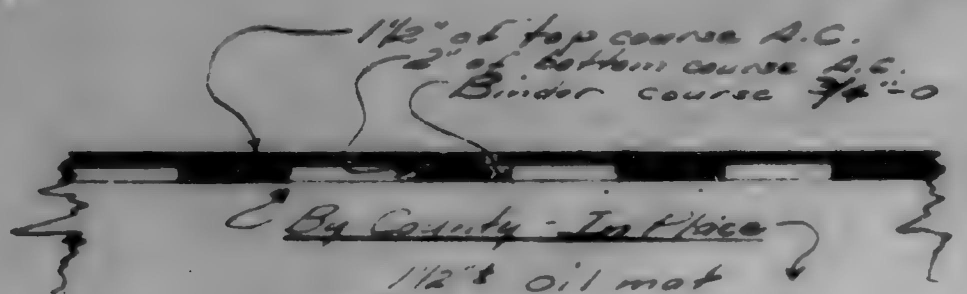
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
Harold C. Ayers

Section Greens Bridge - Kelley Rd Highway F.A.S. 126 County Linn Prefix [illegible]

Res. Engr. S. F. Watters Length of Project 0.73 Miles. W. Sta. 0+38 to E. Sta. 39+00 Date [illegible]

TYPICAL SECTIONS Traffic Classif. - Light



1½"± oil mat
② 8½"-10" gravel
7½" Credit

① Silty Clay

① Typical Soil

60	LL
29	PI
91	% P. 200
41	% Silt
53	% Clay
25	"R" Value

Required Base & Wear		Designed Base	Designed Wear
Crushed	Not Crushed	Exist. Surf. Allow.	New Work
		7½	3½
*11			11

*Note:
The surfacing thickness requirements increased [illegible] due to the high LL, PI, & clay content of [illegible] typical soil.

NOTED
John F. Hagemann

RECEIVED
[illegible] 1959
COUNTY & CITY ENGR.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be [illegible]
② Test of existing base	468623 468624	2.69	Gravel	3"	44.6	17.6	--	--	21	0	

Suitable material source to be determined by the Engineer.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

NOTED
JOHN D. GRAHAM

Submitted by G. L. Decker
Staff Assistant
[redacted]

Recommended by [illegible]
Construction Engineer

Recommended by [illegible] Hagemann
Engineer of Materials

Approved by [illegible]
Deputy State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
C. G. SWENSON

Section *North Unit, Oakville Road* Highway *F.A.S. 585* County *Linn* Prefix *522-1447*

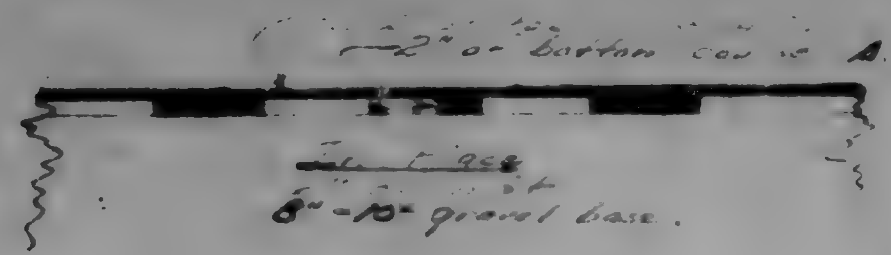
Res. Engr. *S. E. Walters* Length of Project *3.8* Miles. Sta. *0+00* to Sta. *200+73* Date *1-*

TYPICAL SECTIONS *Traffic Classif. – Light*

NOTED
Harold C. Ayers

Typical Soil

PI
P200



* *The ...*
to the ...

NOTED
John F. Hagemann

RECEIVED
JAN 23 1959
COUNTY ENGINEER

Required Base & Year: Crushed	Required Base & Year: Not Crushed	Designed Base Year: Exist. Surf. Allow.	Designed Base Year: New Work

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by *H. J. Decker*
[redacted]

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

NOTED
Harold C. Ayers

ADDENDUM "A" TO LOCATION PROSPECTUS FOR NORTH SECTION - OAKVILLE COUNTY ROAD FAS 595 - LINN COUNTY

The following addendum is submitted to revise the location prospectus concerning the above mentioned section:

Paragraph 1 through 3 - Correct as per original prospectus.

Paragraph 4 - Change first two sentences to read:

> "The present (1957) ADT is 1,100 and the projected (1975) ADT is 1,800. This will be a Class "C-60" highway with a maximum grade of 1 per cent and a maximum curvature of 4 degrees."

Paragraphs 5 through 8 - Correct as per original prospectus.

Attachment - Correct as per original prospectus.

January 21, 1959

NOTED
John [illegible]

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker (2)
S. F. Walters
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
JAN [illegible] 1959
ENG[illegible]
COUNTY & [illegible]NS

NOTED
JOHN D. GRAHAM

NOTED
Ayers

NOTED
V. R. JONES

NOTED
John

RECEIVED
JAN 12 1959
COUNTY &

File

LOCATION PROSPECTUS
NORTH SECTION, OAKVILLE COUNTY ROAD
FAS 595 - LINN COUNTY

The following prospectus is submitted concerning the above mentioned section. The northerly terminus is at the intersection of FAS 595 with the Corvallis-Eastside Secondary, #210. The southerly terminus is at the intersection of FAS 595 with the Orleans-Lebanon County Road, FAS 216. The overall length of the project is approximately 4 miles.

This will be an office location from maps and profiles furnished by the County Engineer for the purpose of preparing paving plans. There are no towns involved.

The route was determined and surveyed in 1938-1939 by W. W. Larson, County Engineer. Routine soils investigation has been conducted. Necessary new drainage and shoulder work has been done by county forces. An economic analysis is not needed at this time.

The present (1957) ADT is 80 and the projected (1975) ADT is 140. This will be a Class "E-60" highway with a maximum grade of 1 per cent and a maximum curvature of 4 degrees. The typical section will consist of two 10-foot running lanes with 4-foot shoulders. Plans will be prepared for paving over the existing roadway with 3½" A.C. and providing 4-foot rock shoulders.

This will be an unrestricted access facility with three "at grade" intersections. There are no railroad or stream crossings.

Paving materials are available from commercial plants near Albany and Corvallis.

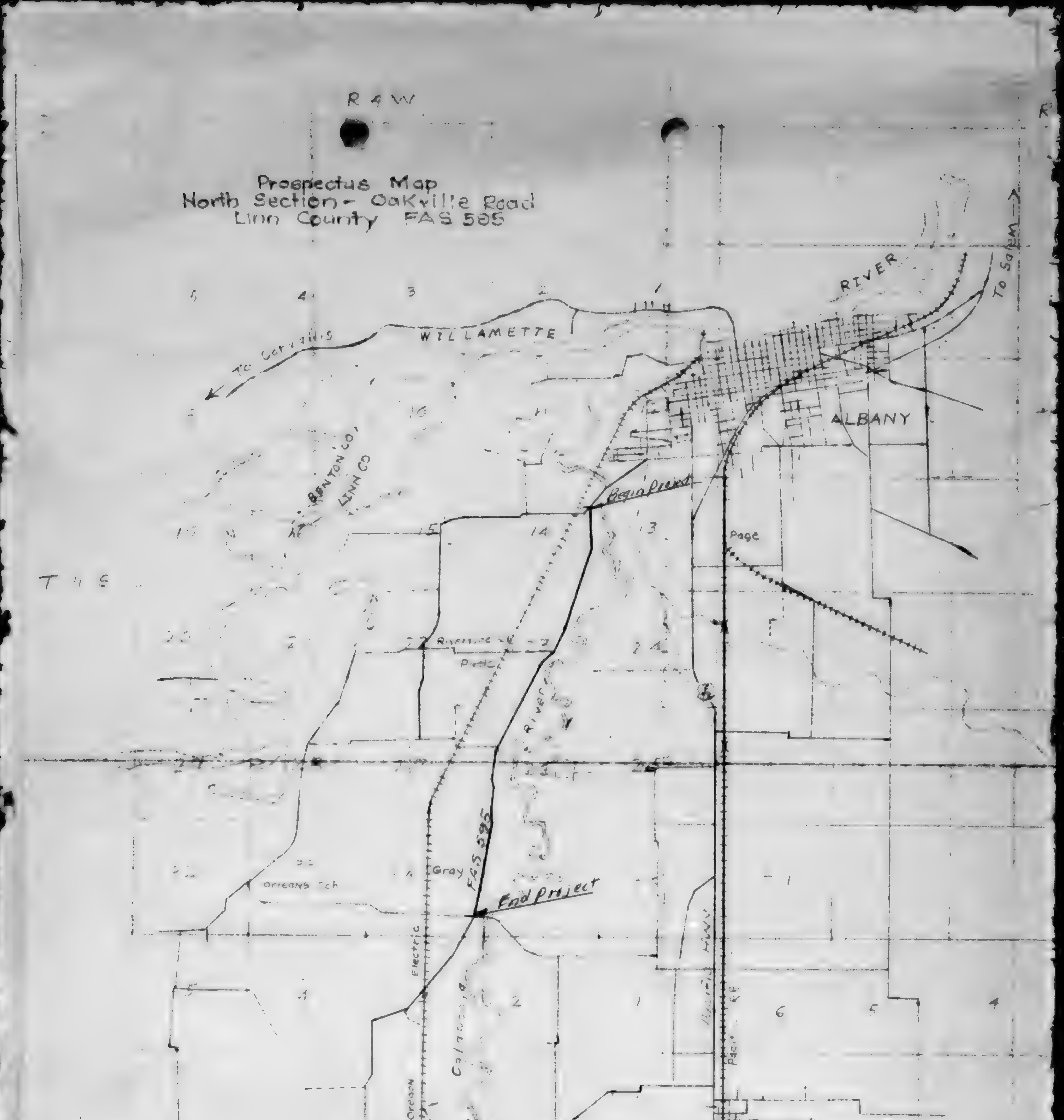
An agreement with the county will be necessary.

There are no state parks affected by this project.

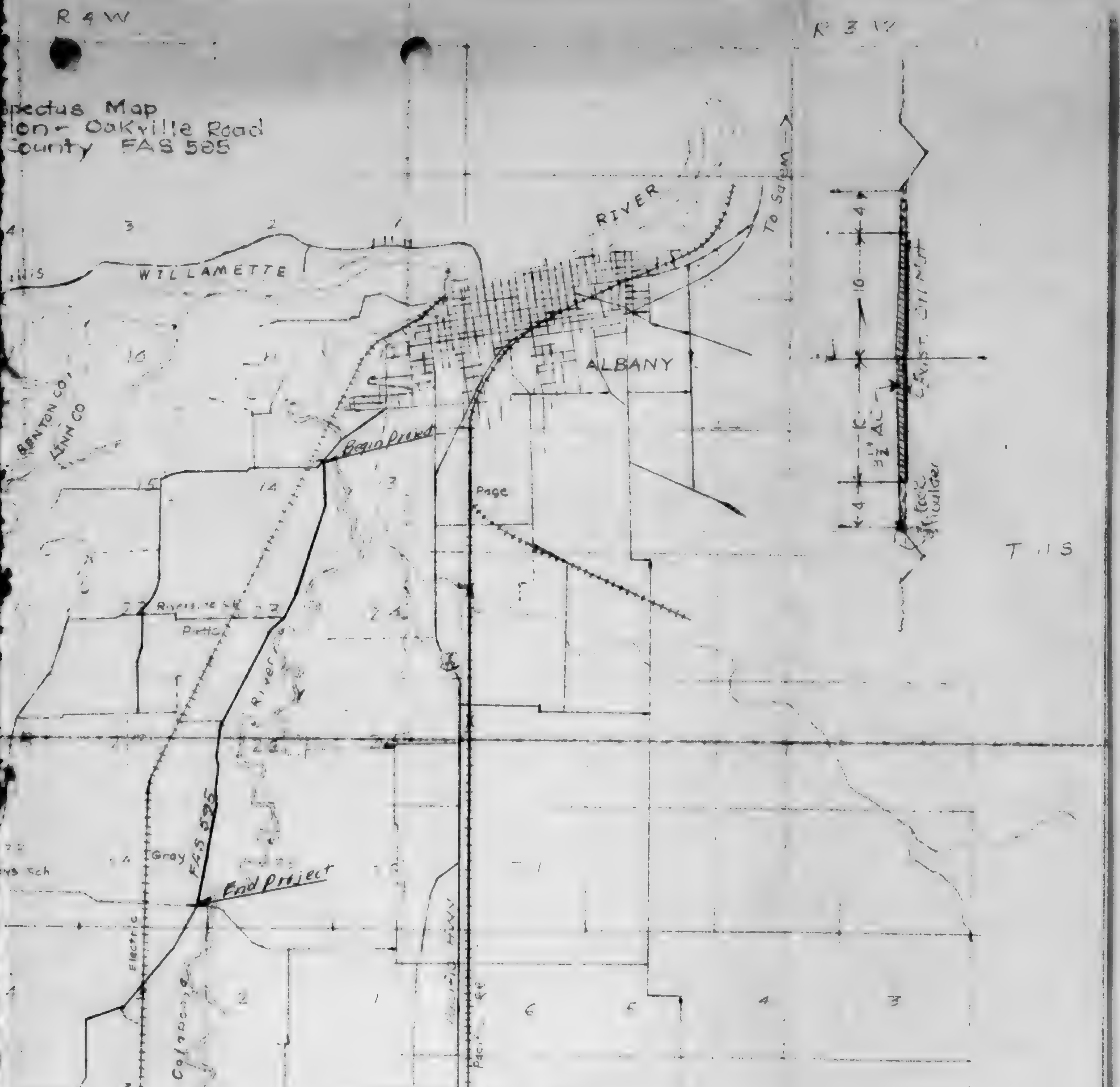
January 7, 1959

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker (2)
S. F. Walters
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance



Prospectus Map
North Section - Oakville Road
Linn County FAS 595



spectus Map
ion - Oakville Road
County FAS 585

NOTED
J. R. JONES

NOTED
John F. Hagemann

NOTED
[illegible]

LOCATION PROSPECTUS
GREENS BRIDGE - KELLY ROAD SECTION
FAS 126 - LINN COUNTY

The following prospectus is submitted covering the above-mentioned section. The westerly terminus is at the east end of Greens Bridge and the easterly terminus is approximately one-half mile westerly of the intersection of FAS 126 with Kelly Road. The overall length of the project is 0.76 mile.

This will be an office location (from maps and profiles furnished by the County Engineer) for the purpose of preparing paving plans. There are no towns involved.

The route was determined and surveyed in 1920 by J. R. Penland, County Engineer. Reconnaissance is not necessary. Routine soils investigation has been conducted. There are no special drainage problems. An economic analysis is not necessary.

The present ADT is 840 and the projected 1975 ADT is 1,500. This is a Class "C-50" highway with a maximum grade of 5.47 per cent and a maximum substandard curvature of 12 degrees. The typical section will consist of two 10-foot running lanes with 4-foot shoulders. The tentative base design by G. L. Decker is:

A.C. Base and Wear	3½"	
3/4"-0 Level Course	2 "	(By County)
Coarse Crushed Material	8 "	(By County)
Total	13½"	

This will be an unrestricted access facility with one "at grade" intersection. There are no railroad crossings or stream crossings.

Paving materials are available from commercial sources near Lebanon and Albany.

An agreement with the county will be necessary.

There are no state parks in this vicinity.

January 7, 1959

Attachment

NOTED
[illegible]

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker (2)
S. F. Walters
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
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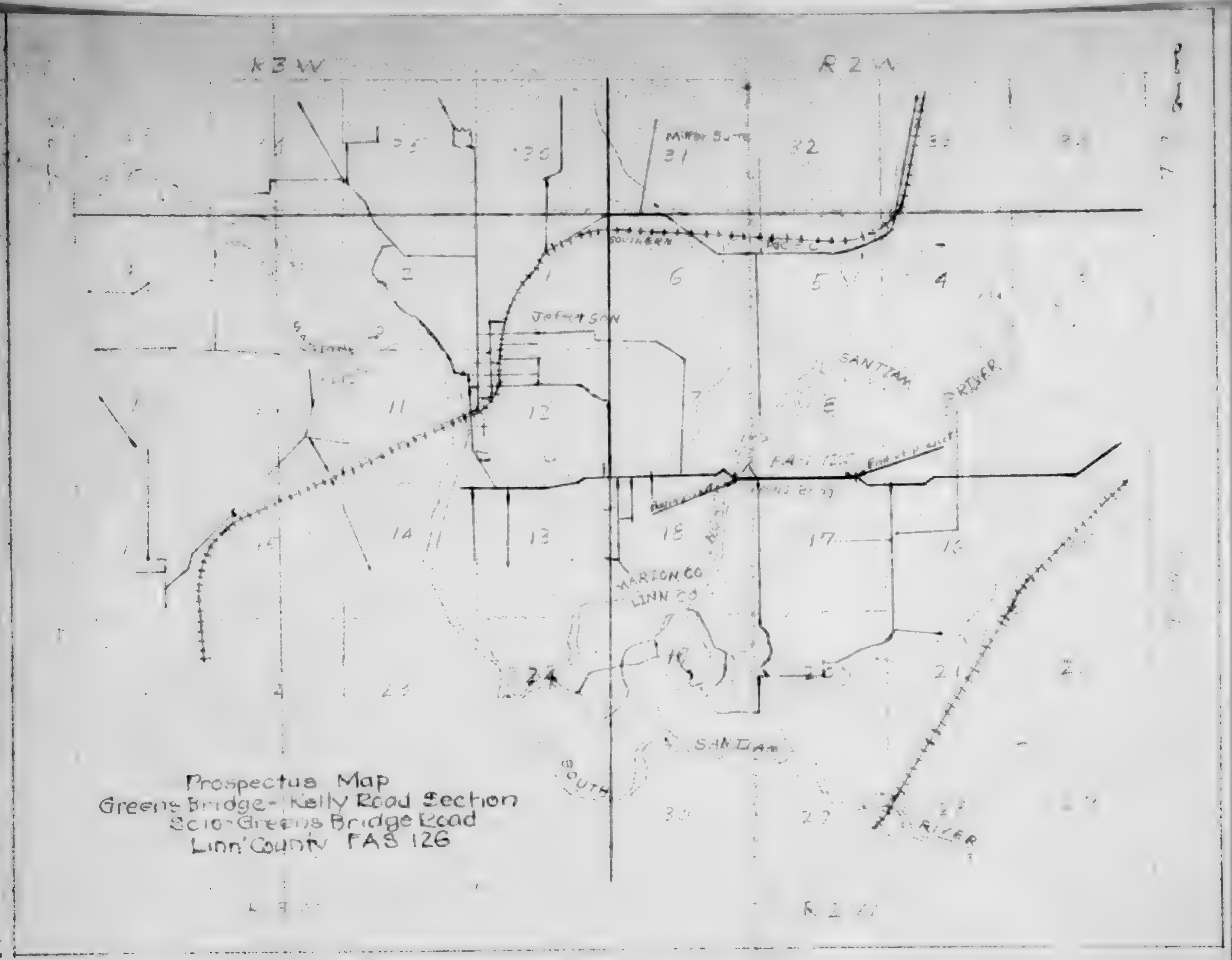
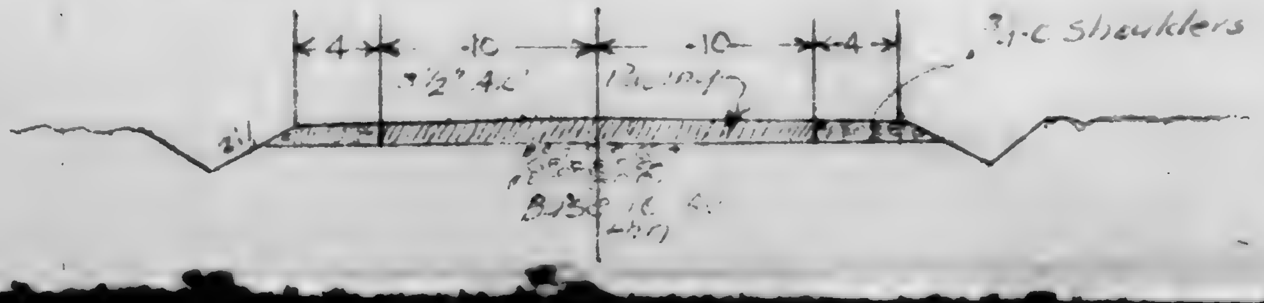
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance



Prospectus Map
Greens Bridge - Kelly Road Section
Scio-Greens Bridge Road
Linn County FAS 126



MEMO TO J. W. NASH
1/6/59

FAS 126, LINN COUNTY

TERMINI: From Greens Bridge over the North Santiam River easterly 0.73 mile (Greens Bridge-Kellog Road Section).

PROPOSED WORK: Two-lane high type surface.

LENGTH: 0.73 mile.

NOTED
John [illegible]

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$20,000	$12,000	$4,000	$4,000 (Co.)

EXISTING FACILITY: 18' wide bituminous wearing surface. The county is presently widening and placing additional base material through a crushed gravel wearing surface 30' in width. All county work is to highway department standards and there is no substandard grade or alignment.

ADJACENT SECTION:
WEST END: Steel truss bridge over North Santiam River, H.C. = 17'-4", and roadway composed of 18' bituminous wearing surface with 6' shoulders.
EAST END: 20' wide bituminous wearing surface with 4' shoulders.

PROJECT DATA: Construct asphaltic concrete pavement 3-1/2" thick and 20' wide with 4' shoulders on grade and base prepared by Linn County.

ROW WIDTH:	Minimum 50'.
MINIMUM DESIGN STANDARDS:	No exception.
ACCESS CONTROL:	None.
RR XING:	None.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATIONS:	None.

FAS 126 serves a highly developed agricultural area, connects the cities of Jefferson and Scio, and is a school bus and mail route.

JFH:mm

MEMO TO J. W. NASH
1/6/59

NOTED

FAS 595, LINN COUNTY

TERMINI: From FAS 202 southerly to FAS 216 (North Unit, Oakville Road Section).

PROPOSED WORK: Two-lane high type surface.

LENGTH: 3.80 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$75,000	$45,000	$15,000	$15,000 (Co.)

EXISTING FACILITY: 18' to 20' wide oil mat wearing surface with 5' shoulders. No substandard grade or alignment. Existing surface is in fair condition; however, increasing traffic volumes with resulting increased maintenance costs warrant reconstruction to a high type pavement of uniform width.

ADJACENT SECTION
NORTH END: Junction with FAS 202.
SOUTH END: 20' oil mat wearing surface with 6' shoulders constructed under Oregon Project S-188(1).

PROJECT DATA: Construct asphaltic concrete pavement 3" thick and 20' wide with 4' shoulders.

ROW WIDTH:	Minimum 50'.
MINIMUM DESIGN STANDARDS:	No exceptions.
ACCESS CONTROL:	None.
RR XING:	None.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATIONS:	None.

Route data submitted under Oregon Project S-188(1).

JFH:mm

PROPOSED PROJECTS
LINN COUNTY

S.39.(2)

FAS 126: Greens Bridge-Kelly Road Section, 0.76 miles, $15,000. This section extends from the south end of Greens Bridge (Santiam River) approximately 2 miles west of Jefferson easterly 0.76 mile.

The proposed project is to construct an asphaltic concrete pavement 3-1/2" thick and 20' in width with 4' shoulders on the grade and base prepared by Linn County. The county will reshape the ditches and shoulders and place additional base rock as required over the existing 18' bituminous wearing surface during the winter months.

S-188(3)

✓FAS 595: Poor Farm Road Section, 3.8 miles, $75,000. This section extends from the Corvallis-Eastside Highway (FAS 202) west of Albany southerly to the Orleans-Lebanon Road (FAS 216). The proposed project is to place a 3-1/2" X 20' asphaltic concrete pavement with 4' shoulders on the existing 18' to 20' oil mat with 5' shoulders. The county recently reshaped the ditches and shoulders on this road and considers it ready for paving.

NOTE: The above projects should be combined under one contract.

FAS 216: Lake Creek Bridge, $40,000. This bridge is located approximately 1.3 miles west of the Pacific Highway East (FAP Route 3) and carries highway department inventory number 12208.

The proposed project is to replace the existing eight 19' P.T. spans with a new structure having a roadway width of 26'. The new bridge will be in the same location as the existing structure and traffic will have to be maintained during construction. The FAS project will be for the structure, removal of the existing structure, and provisions for a detour during construction. Linn County will construct road approaches as required.

FAS 218: Calapooya River Bridge, $40,000. This bridge is located approximately 3.7 miles southeast of the junction near Holley of FAS 218 with FAS 215 (Halsey-Sweet Home Highway) and carries highway department bridge inventory number 12,848.

The proposed project is to replace the existing 110' long log span bridge with a new structure on a revised location. The new structure is to have a horizontal clearance of 24'. The FAS project will be for the structure only with the existing bridge carrying traffic during construction. Linn County will construct road approaches as required and remove the existing bridge. The survey should extend a sufficient distance on each side of the new bridge site to tie in with the existing road.

FAS 772: Muddy Creek Bridge, $20,000. This bridge is located approximately 3.3 miles west of the junction in Halsey of FAS 772 with FAP Route 3 (Pacific Highway East) and carries highway department inventory number 12,312.

The proposed project is to replace the existing 87' long pile trestle bridge with a new structure having a roadway width of 24'. The new structure will be in the same location as the existing bridge; however, the road will be

(58-h) **Highway Commission approved December 11, 1958.**

closed during construction. The FAS project will be for the structure only, including removal of the existing bridge. Linn County will construct road approaches as required.

Funds in addition to those programmed above are available if required.

23-8319 Ironside-Vale Rock Prod. 1959
Proj. on John Day Hwy.
#5447

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FOR FILING

W. C Williams

NOTED
W. C. WILLIAMS

A

February 23, 1960

FINAL COST ANALYSIS

Rock Production
Contractor: N.A. Toole Construction Co.
Resident Engineer: R.R. Cameron

Ironside-Vale
Contract No. 5447
23-8319

John Day Highway
Prefix No. 23-8319

Item 5447	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. 1/2"-1/4" Cr.Mat'l in S.P.	4,017.28	Cu.Yd.	3.95	3.43	13,783.99	15,868.26
2. 1/4"-#10 Cr.Mat'l in S.P.	7,615.26	Cu.Yd.	3.95	3.43	26,129.28	30,080.28
Haul Adj. favor of State	2,550	Yd.Mi.	0.10			-255.00
					$39,913.27	$45,693.54

Gross Revenue	$ 45,693.54
Total Cost	39,913.27
Net Profit	$ 5,780.27

Net Profit equals 12.65% of Gross Revenue

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OFFICE OF
[illegible]

DETAIL OF COST - Contract No. 5447

Labor:		
Labor and Supervision	$ 7,920.68	
Labor Insurance	510.24	
Health and Welfare	192.09	
Travel - Transportation	116.30	
Pension	22.53	$ 8,761.84
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	13,171.98	
Equipment Rental, Hired without operator	598.80	
Equipment Rental, Hired fully operated	9,268.16	
Gas, Oil and Grease	1,240.18	
Bond	295.62	
Freight and Postage	147.24	
Drill Steel and bits	125.34	
Explosives	1,002.92	
Home Office and General Overhead	721.34	
P.L. and P.D. Insurance	391.39	
Move In	2,299.96	
P.U.C.	27.22	
Small Tools and Miscellaneous Supplies	860.92	30,151.43
TOTAL COST		$ 38,913.27

CRUSHING BREAKDOWN - Contract No. 5447

	Quantity	Unit	Cost	Unit Cost
Vale (Gravel Deposit #1, 0.25 mile N. Sta. 124, E. Unit, Foothills Dr. Sec.)				
Move In	5,346	Cu. Yd.	1,150.80	.216
Feed Crusher	5,346	Cu. Yd.	3,321.81	.621
Crushing	5,346	Cu. Yd.	5,298.66	.991
Haul	5,346	Cu. Yd.	4,871.80	.911
Stockpiling Crushed Materials	5,346	Cu. Yd.	510.00	.095
Total Cost in Stockpile	5,346	Cu. Yd.	15,153.07	2.834
Quarry, M.P. 245.7, John Day Hwy.				
Move In	6,286	Cu. Yd.	1,879.21	.298
Drill and Shoot	6,286	Cu. Yd.	2,394.84	.38
Feed Crusher	6,286	Cu. Yd.	6,006.69	.955
Crushing	6,286	Cu. Yd.	9,407.73	1.496
Haul	6,286	Cu. Yd.	3,430.56	.545
Stockpile Crushed Materials	6,286	Cu. Yd.	641.17	.101
	6,286	Cu. Yd.	23,760.20	3.775

The crushing plant operated 257.4 hours for an average of 45.1 cubic yards per operating hour.

Remarks - Contract No. 5447

This was a "State Project" consisting of furnishing 11,632.54 cubic yards of crushed material in stockpiles for later use by the State in connection with maintenance operations on the Ironside-Vale Section of the John Day Highway in Malheur County.

This project was bid March 24, 1959, awarded April 16, 1959, and completed August 16, 1959.

The Contractor began crushing for this project July 6, 1959. The crushing plant was located in gravel deposit #1, 0.25 mile N. Sta. 124+00 on the East Unit, Foothills Drive Section, northeast of Vale. The Contractor had just completed crushing for Babler Bros., on Contract 5479. Crushed materials from this source were hauled and stockpiled in sites "G", "H", and "F".

The Contractor also began drilling operations in a quarry located 0.2 mile south of M.P. 245.7 on the John Day Highway. Drilling and shooting was completed in approximately a week and a half.

Crushing and stockpiling from the gravel deposit was completed July 23rd and the Contractor then moved to the quarry at M.P. 245.7. Set up of the plant was completed July 27th and production of crushed materials began July 28, 1959.

Production continued steady for the following two weeks and the entire project was completed August 16, 1959.

The Contractor made a very good profit on this project and this was due to being able to work in the gravel deposit.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
-3 1959

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 29, 1959

23 6319

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5447	3 Final	W. A. Toole Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26232	79302	$ 1,390.30	10-28-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapuska
ACCOUNTING DIVISION

Specified completion date: **100 workdays from May 1, 1959**

Time Extensions: **None of record**

Completion Date: **August 16, 1959**

Date Accepted: **September 24, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **October 30, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 30 1959

NOTED ON CARD

19

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OCT - 9 1959

FOR FILING

[illegible]

5447

October 8, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5447 for the Ironside-Vale Rock Production Project on John Day Highway in Malheur County was completed by the contractor, N. A. Toole Construction Co., on August 16, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $1,390.30 will be released to the contractor on or after October 19, 1959. The total contract amount is $45,693.54, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

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SEP 14 1959
FOR FILING

55-8-19

5447

A

September 4, 1959

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to N. A. Toole Construction Company on contract No. 5447, for rock production on Ironside-Vale Section of the John Day Highway, Malheur County.

This payment, in the amount of $17,089.72, will be released to the contractor on or after September 14, 1959. The retained percentage is $1,370.20.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

jmc

NOTED ON CAR
jmc
9/4/59

Form E-1—(Rev.)—

A-17

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 22, 1959

Section Ironside - Vale

Kind of work Rock Production

Highway John Day County Malheur

Section prefix 23-8319

Contractor N. A. Toole Construction Co.

Contract number 5447

Date of contract April 16, 1959

Specified work days 100

Date work started July 6, 1959

Work days used 74

Project authorization . . . . . $ 49,547.81

Exclusive of engineering . . . . $ 46,024.41

Per cent of time elapsed 74 %

Estimated cost of completed project, exclusive of engineering . . . . $ 46,024.41

Estimated per cent overrun or underrun . . . . 0 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . $ 3,523.40

Engineering cost to date $ 2,000, 56.7 %

Date project was completed August 16, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
---	---	---	---	---	---	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor finished shaping stockpiles on August 16. Contract is now complete. this will be the final report for this project.

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
AUG 24 1959
NOTED CE ACE ACE COE

NOTED
JOHN R. OAKES

NOTED
C. E. PAULSEN

Signed R R Cameron
R. R. Cameron, Res. Engr.

Address Box 402, Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			11,150		
Total quantities corrected to date			11,150		
Estimated quantities moved or placed to date			11,150		
Average daily quantities			--		
Average daily quantities necessary to complete project on time			completed		
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 20 1959
FOR FILING

23-8319

5447

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

May 20, 1959

N. A. Toole Construction Company
1235 SW 2nd Avenue
Ontario
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5447, awarded April 16, 1959, for the Ironside-Vale Rock Production Project on the John Day Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

Encl.

RECEIVED
[illegible] 1959
FOR FILING

23 1311

5447

April 16, 1959

N. A. Toole Construction
1211 S. W. 3rd Avenue
Ontario, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5447 for the Ironside-Vale Rock Production Project on the John Day Highway in Malheur County.

This award was based on your bid of $44,042.50 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

I-80N-8(7) Five Grade Separation 1959
372 Struc., Ontario-Idaho State
#5448 Line Sec.

RECEIVED
JUL 11 1962
FOR FILING
5448

D Cook

July 10, 1962

Logsdon Sand & Gravel
2990 College St.
Baker, Oregon

Gentlemen:

In this morning's mail we received your letter of July 2 advising us that your claim of June 29, 1960 against State Highway Contract No. 5448 has been settled and that the claim is being withdrawn.

Contract No. 5448 was awarded to Pacific Concrete Co. and Otis P. Jordan, Jr. for construction of five grade separation structures on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County.

Thank you very much for advising us of the settlement of the claim. We will notify the contractor and the surety.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fp

CC:
Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

NOTED ON CARD
dc

Pacific Concrete Co. and
Otis P. Jordan, Jr.
10401 N. E. Marx St.
Portland 20, Oregon

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon
Attn: Mr. Geo. C. Stephens

Grant, Fuchs, Rose & Daron
1928 Court Street
Baker, Oregon

July 2, 1962

Secretary of State
Salem, Oregon

Attention: Mr. Floyd Query

COPY

Dear Sir:

Please be advised that the claim I made against Pacific Concrete Company under letter dated June 29, 1960, addressed to your office pertaining to work on the State Highway Contract No. 5448 for five grade separation structures on the Ontario-Idaho Line Section of Old Oregon Trail Highway in Malheur County, has been fully settled and compromised and I wish to put you on notice that the claim is forthwith withdrawn..

Very truly yours,

LOGSDON SAND & GRAVEL

By Aaron Logsdon
Aaron Logsdon

cc: State Highway Department
Glen Falls Insurance
Mr. James E. Schram

RECEIVED
JUL 10 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 22 1962

FOR FILING

5448

June 22, 1962

Grant, Fuchs, Rose & Daron
Law Offices
1928 Court Street
Baker, Oregon

Attention: Mr. Gene C. Rose

Gentlemen:

As requested in your letter of June 20, we have attached a certified copy of Contract No. 5448 with Pacific Concrete Company and Otis P. Jordan, Jr., covering construction of five grade separation structures on the Ontario-Idaho Line Section of the Old Oregon Trail in Malheur County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

Encl.

GRANT, FUCHS, ROSE & DARON
LAW OFFICES
1928 COURT STREET

A. S. GRANT
ARMAND H. FUCHS
GENE C. ROSE
HAROLD M. DARON

BAKER, OREGON
June 20, 1962

State of Oregon
State Highway Department
Salem 10, Oregon

Attention: Mr. Floyd Query

Dear Mr. Query:

Pursuant to the provisions of ORS 279.512 and ORS 279.515 I am enclosing herewithan affidavit signed by Aaron Logsdon. I would appreciate it if you would send to me at your earliest convenience a copy of the contract and the bond concerning contract number 5448, executed by and between the Pacific Concrete Company and Otis P. Jordan, Jr., regarding the grade separation structures on the Ontario-Idaho Line Section of the Old Oregon Trail Highway, Malheur County. We need this information as rapidly as possible and would, therefore, appreciate it if you would send it at your earliest convenience.

Sincerely yours,

Gene C Rose

GCR:r
Enc.

RECEIVED
JUN 21 1962
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT

STATE OF OREGON)
: SS:
County of Baker)

I, AARON LOGSDON, being first duly sworn, depose and say:

In May of 1959, I entered into an agreement with Pacific Concrete Company and Otis P. Jordan, Jr., relative to State Highway Number 5448, wherein I agreed to do general excavation work, backfilling and furnishing of machinery to do miscellaneous work. In addition, I also furnished concrete; that my total bill less credits or payments made by said Pacific Concrete Company and Otis P. Jordan, Jr., is in the sum of $2387.85, no part of which has been paid upon said unpaid balance. That the unpaid balance has been due and owing to me since June 1st, 1959. That I furnished for the prosecution of the work provided for in contract number 5448, labor and equipment in excavating, backfilling and lifting of equipment, and I further furnished supplies and materials for the prosecution of the work provided for in said contract. That in addition, said bill contains an item for rental on a truck which the said Otis P. Jordan, Jr. and Pacific Concrete Company agreed to pay me for and which is yet unpaid.

Aaron Logsdon

Subscribed and sworn to before me this 20th day of June, 1962.

Carolyn L. Morris
Notary Public for Oregon

My commission expires:
May 23, 1965.

GRANT, FUCHS, ROSE & DARON
LAW OFFICES
1928 COURT STREET
BAKER, OREGON

RECEIVED
JUN 11 1962
FOR FILING
5445

June 7, 1962

Grant, Fuchs, Rose & Daron
Law Offices
1928 Court Street
Baker, Oregon

Attention: Mr. Gene C. Rose

Gentlemen:

This is in reply to your letter of June 6 concerning the status of the Pacific Concrete Company and Otis P. Jordan, Jr. Contract No. 5448, for grade separation structures on Ontario-Idaho Line Section of Old Oregon Trail Highway, Malheur County.

This contract was completed on June 16, 1960 and was accepted by the Oregon State Highway Commission on July 7, 1960.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

CWH:jmc

GRANT, FUCHS, ROSE & DARON
LAW OFFICES
1928 COURT STREET

A. S. GRANT
ARMAND H. FUCHS
GENE C. ROSE
HAROLD M. DARON

BAKER, OREGON

June 6, 1962

State of Oregon
Highway Department
Salem, Oregon

Re: Oregon State Highway Contract #5448,
Pacific Concrete Company
Att: Floyd Query

Dear Mr. Query:

I would appreciate it if you would advise our office of the date upon which the work in the above-entitled contract was completed by the contractor and the date upon which affirmative acceptance was given by the State Highway Commission.

Your earliest cooperation would be appreciated.

Sincerely,

Gene C Rose

GCR:fr

RECEIVED
JUN - 7 1962
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 9 1961

FOR FILING
I-PCN-S-(7)3 72
5448

March 8, 1961

Logsdon Sand and Gravel
2990 College Street
Baker, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of ' February 23 concerning the status of your claim in the amount of $2,387.85 in connection with the Pacific Concrete Company-Otis P. Jordan, Jr. State Highway Contract 5448.

Final payment on this contract was mailed October 8, 1960. The Glens Falls Insurance Company, through James E. Schram & Company, 609 Mead Building, Portland, furnished the performance bond on this contract, which is given to assure completion of the contract and payment of all bills incurred in it.

We make no effort to determine the validity of a claim and contract payments are not withheld by us unless requested by the surety or by our own department. You might wish to write to the surety concerning the status of your claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC: Glens Falls Insurance Company
James E. Schram & Company, Agent

Pacific Concrete Company and Otis P. Jordan, Jr.

CWH:rj

NOTED ON CARD

LOGSDON SAND & GRAVEL
2990 College Street
Baker, Oregon

Feb. 23, 1961

Oregon State Highway Department
Salem, Oregon

Attention: Floyd Query

Dear Sir:

#5448

We wish to be advised if Pacific Concrete Company has received final payment for the five grade separation structures at Ontario, Oregon.

We filed a claim for the sum of $2,387.85, in June of 1960.

We have not received payment for this claim.

Please give this matter your kind attention.

Yours very truly,

LOGSDON SAND & GRAVEL

Vouch. No.
-4236
Mailed Oct. 8th 1960

RECEIVED
MAR 6 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

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1-9CN 8-(1)
5448

November 16, 1960

Grant, Fuchs, Rose & Daron
1928 Court Street
Baker, Oregon

Attention: Mr. Gene C. Rose

Dear Mr. Rose:

This is to acknowledge receipt of your letter of November 15 concerning State Highway Contract No. 5448 with Pacific Concrete Co. and Otis P. Jordan, Jr., for five grade separation structures on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County.

This job was completed June 16, 1960 and accepted by the State Highway Commission on July 7, 1960.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

GRANT, FUCHS, ROSE & DARON
LAW OFFICES
1926 COURT STREET

A. S. GRANT
ARMAND H. FUCHS
GENE C. ROSE
HAROLD M. DARON

BAKER, OREGON

November 15, 1960

State of Oregon
State Highway Department
Salem, Oregon

ATTENTION: Mr. Floyd Query.

RE: State Highway Contract
No. 5448.

Dear Mr. Query:

I am writing you concerning the above entitled State Highway contract for the five grade separation structures on the Ontario-Idaho line section of the Old Oregon Trail Highway in Malheur County. The Glens Falls Insurance Company through James E. Schram and Company furnished the performance bond on this contract. I am wondering if you could advise me as to the date upon which the work of this contractor was accepted by the affirmative action of the State Highway Commission. Your earliest cooperation in furnishing this information would be greatly appreciated.

With best wishes, I remain,

Sincerely yours,

Gene C Rose

GCR:ne

Acc.
please [illegible]
7E

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[illegible] 1 1960
OREGON
STATE HIGHWAY COMMISSION

Completed 6-16-60
Accepted 7-7-60

RECEIVED
OCT 1960
FOR FILING
1-40N-9 (2) 3
5448

October 27, 1960

Grant, Fuchs, Rose & Daron
1928 Court Street
Baker, Oregon

Attention: Mr. Gene C. Rose

Gentlemen:

As requested in your communication of October 25, we are attaching a photocopy of a claim filed by Aaron Logsdon for excavation and concrete furnished to Pacific Concrete Company on State Highway Contract No. 5448.

There is no charge for this service.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

GRANT, FUCHS, ROSE & DARON
LAW OFFICES
1928 COURT STREET

A. B. GRANT
ARMAND H. FUCHS
GENE C. ROSE
HAROLD M. DARON

BAKER, OREGON

Oct. 25th, 1960

State of Oregon
Department of State
Salem, Oregon

Re: Your File No. 3707.

Gentlemen:-

Would you please send to me a photostatic copy of the notice of claim filed by Aaron Logsdon for excavation and concrete furnished at the five grade separation structures at Ontario, Oregon, which work was performed by the Pacific Concrete Company, and which claim was filed against the bond taken from the Glens Falls Insurance Company, through James E. Schram & Company. This pertains to contract No. 5448.

Upon receipt of this I will mail you a check.

With very best wishes, I remain

Sincerely yours,

Gene C. Rose

GCR-m

Joe
please handle

RECEIVED
OCT 27 1960
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

1-YCN 1 (7) 310

544

October 4, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract #5448 for 5 grade separation structures on the Ontario-Idaho Line Section of the Old Oregon Trail in Malheur County was completed by the contractor, Pacific Concrete Co. & Otis P. Jordan, Jr., on June 16, 1960, and was formally accepted by the Highway Commission on July 7, 1960.

Final payment in the amount of $15,491.42 will be released to the contractor, assigned to the Parkrose Branch of the Portland Trust Bank, on or after October 14, 1960. The total contract amount is $525,607.02, of which amount $551.66 represents force account items.

Claims have been filed against this contract of which you were previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Glens Falls Insurance Co.,
James E. Schram & Co.,
609 Mead Bldg.,
Portland 4, Oregon

RECEIVED
JUL - [illegible] 1960
FOR FILING

I-W 8(7)372

5448

A

July 1, 1960

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

Attached is a copy of a claim in the amount of $2,387.85 which has been filed with the Secretary of State by Aaron Logsdon, Baker, for excavation and concrete furnished to Pacific Concrete Co. and Otis P. Jordan, Jr. This appears to be in connection with Contract No. 5448 for five grade separation structures on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County. This is Secretary of State File No. 3707.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
James E. Schram & Co.
609 Mead Building
Portland, Oregon

Pacific Concrete Co. and
Otis P. Jordan, Jr.
10401 N. E. Marx St.
Portland 20, Oregon

NOTED ON CARD
dc

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

June 30, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from Aaron Logsdon, 2990 College St., Baker, Oregon, and filed as of this date, a notice of claim by same for excavation and concrete furnished at the five grade separation structures at Ontario, Oregon, work performed by Pacific Concrete Co. in the sum of $2,387.85 against the bond taken from the Glens Falls Insurance Company, through James E. Schram & Company, 609 Mead Building, Portland, Oregon for the work of the State Highway Contract No. 5448 for Five Grade Separtion Structures on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed photo copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo O Stephens

Public Records Section

GS:FK
Enc.

RECEIVED
JUL 1 1960
OREGON
STATE HIGHWAY COMMISSION

LOGSDON SAND & GRAVEL
2990 College St
Baker, Oregon

June 29, 1960

Secretary of State
Salem, Oregon

Attention: Floyd Query

Dear Sir:

Notice is hereby given that the undersigned Aaron Logsdon has a claim for excavation and concrete furnished at the five grade separation structures at Ontario, Oregon. Work performed by Pacific Concrete Co.

In the sum of $2,387.85 against the bond taken from the Glens Falls Insurance Company, through James E. Schram & Company 609 Mead Building, Portland, Oregon

For the work of the State Highway Contract No 5448 for Five Grade Separation Structures on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County

Aaron Logsdon

File # 3707

FILED
JUN 30 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
[illegible] 1960
FOR FILING
[illegible] 72
5448

August 25, 1960

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Pacific Concrete Co. and Otis P. Jordan, Jr., assigned to the Portland Trust Bank (Parkrose Branch), on contract #5448 for 5 grade separation structures on the Ontario-Idaho Line Section of the Old Oregon Trail in Malheur County.

This payment, in the amount of $12,836.09, will be released to contractor, assigned to the Portland Trust Bank (Parkrose Branch), on or after September 6, 1960. The retained percentage is $15,759.71.

Claims have been filed against this contract of which you were previously notified.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
James F. Schram & Co.,
609 Mead Bldg.,
Portland 4, Oregon

RECEIVED
JUN 10 1960
FOR FILING
[illegible]
5441

June 8, 1960

Pacific Concrete Company &
Otis P. Jordan, Jr.
P. O. Box 7648
Portland 20, Oregon

Attention: Mr. Otis P. Jordan, Jr.

Gentlemen:

This is in reply to your letter of June 6 concerning a claim filed by Logsdon Sand & Gravel Co. against Contract No. 5448 awarded to your Company.

As explained to you over the phone, we have a standard procedure for the handling of claims which are filed with us against contracts. We acknowledge receipt of the claim, advise the claimant of his rights under the law, and notify the surety and the contractor that the claim has been received.

We make no effort to determine the validity of a claim and contract payments are not withheld by us unless requested by the surety or by our own department.

Our attitude in regard to claims is one of complete impartiality, and as far as we are concerned the filing of a claim does not necessarily impair a contractor's record with us.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED
C. W. HEAD

FQ:fp

NOTED ON CARD
dc

PACIFIC CONCRETE COMPANY GENERAL CONTRACTORS

P.O. Box 7648
Portland 20, Oregon

10401 N. E. Marx Street
ALpine 4-7315

June 6, 1960

Mr. Floyd Query
Oregon State Highway Department
Salem, Oregon

Reference: State Highway Contract No. 5448
Five Grade Separation Structures
Ontario-Idaho Line Section of Old Oregon Trail Highway in
Malheur County - concerning your letter of June 2, 1960.

Dear Sir:

In reference to the claim of Logsdon Sand & Gravel Company, 2990 College Street, Baker, Oregon on the above project, the amount is in dispute. We shall be happy to post bond or set the amount in escrow to satisfy your position.

A brief explanation of the balance is below:

One thousand nine hundred and fifty-six dollars of the balance dates to May, 1959. On arrival of Mr. Logsdon's statement we wrote protesting the amount. Again the amount appeared on the June and July statement. Again we wrote a protesting letter. At this time Mr. Logsdon and ourselves settled on an amount. The remaining statements of August 1959, September 1959, October 1959, November 1959, December 1959 and March of 1960 did not show the $1956.00 balance. In April we bought concrete from Mr. Logsdon in the amount of $431.85. Then the May statement again showed the $1956.00 plus the $431.85, dispite the fact we had settled the claim.

Also, Mr. Logsdon moved his concrete plant out of Ontario before the completion of our project, causing us delay and additional expense.

Also, during the job proper, Mr. Logsdon was ill-equipped and at times we had to reschedule our work. The same circumstances have prevailed in the LaGrande area where Mr. Logsdon operates.

We sent copies of our correspondence to Mr. Schram, our agent, who is cognizant of the circumstances.

We are proud of our payment record and we shall, as in the past, pay all just bills, but we shall not be coerced into paying an unjust bill.

RECEIVED
JUN 7 1960
STATE [illegible]

Sincerely yours,

PACIFIC CONCRETE COMPANY &
OTIS P. JORDAN, JR.

Otis P. Jordan Jr.
Otis P. Jordan, Jr.

OPJ vs
cc: Glens Falls Ins.
James B. Schram

A

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[illegible] 1960
FOR FILE

I 80N-8(7) [illegible]

5448

June 2, 1960

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

A letter, dated May 25, has been received from Logsdon Sand & Gravel, 2990 College St., Baker, advising that the Pacific Concrete Co. & Otis P. Jordan, Jr., have a balance account with their company in the amount of $2,387.85 for excavation and concrete furnished in connection with five grade separation structures at Ontario.

This appears to be in connection with State Highway Contract No. 5448 for five grade separation structures on the Ontario-Idaho Line section of the Old Oregon Trail Highway in Malheur County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
James E. Schram & Co.
609 Mead Building
Portland, Oregon

Pacific Concrete Co. &
Otis P. Jordan, Jr.
10401 N. E. Marx St.
Portland 20, Oregon

NOTED ON CARD

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

A

RECEIVED
JUN - 3 1960
FOR FILING
I 80N-8(7)372

5448

June 2, 1960

Logsdon Sand & Gravel
2990 College St.
Baker, Oregon

Attention: Mr. Aaron Logsdon

Gentlemen:

This is to acknowledge receipt of your letter of May 25 stating that the Pacific Concrete Co. & Otis P. Jordan, Jr. have a balance account with your company in the amount of $2,387.85, for excavation and concrete furnished at the five grade separation structures at Ontario. Our records indicate this to be State Highway Contract No. 5448 for Five Grade Separation Structures on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County.

Our Bridge Division informs us that this project is approximately 99 percent complete. The Glens Falls Insurance Company, through James E. Schram & Co., 609 Mead Building, Portland, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission, you should file it with the Secretary of State. Attached are excerpts from the Oregon laws outlining the filing procedure.

In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

NOTED ON CARD
Le

May 25, 1960

Oregon State Highway Department
Salem, Oregon

#5448

Gentlemen:

We wish to inform you that the Pacific Concrete Co. Otis P. Jordan Jr. has a balance account with our company for the sum of $2,387.85

This account is for excavation and concrete furnished at the 5 grade Separation Structure at Ontario, Oregon.

Please give this matter your kind attention before paying the final estimate. Thank You

Yours truly,

Logsdon

Logsdon Sand & Gravel
2990 College St
Baker, Oregon

Bridge Div. 5-31-60
Approx. [illegible]% Complete

MAY 27 1960

RECEIVED
APR -7 1960
FOR FILING

TSCN S(1)-372

5448

A

April 6, 1960

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

Construction work on the Ontario Overcrossing of the Union Pacific Railroad, Contract No. 5448, Job No. 8397, is complete except for minor concrete finishing and site cleanup. We expect the work to be entirely complete on or about April 30, with final payment to the contractor to be made on or about the end of May.

Under the terms of the Bureau of Public Roads' Policy and Procedure Memorandum 30-3 and the contract, the contractor is responsible for watchman and flagman costs incurred by you in connection with the construction of the overcrossing of your tracks, the State to pay for the work on your billing and deduct the amount of your billing from the contractor's estimates.

In order to protect the State's interests, I am, at the present time, withholding from the contractor the estimated cost of the watchman and flagman work, as we have received no bills from you. The contractor has asked us for a detailed breakdown of your costs. In order to answer the contractor, I must ask for early submission of your bills on this work.

Under our current procedure for handling costs for watchman and flagman services you furnish for a contractor, it is imperative that we have current billing for the work, as I cannot unduly delay either partial or final payments to a contractor. I would respectfully direct your attention to Section 16 of Policy and Procedure Memorandum 30-3 concerning billing for services by you to the State or contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. C. A. Gardner

CAG:mm ae

cc to: Mr. R. M. Brown

RECEIVED
SEP [illegible] 1959
FOR FILING

I. N. N-8(7)372

5448

COOKINGHAM AND MALETIS
ATTORNEYS AT LAW
604 MEAD BUILDING
PORTLAND 4, OREGON
CAPITOL 8-8491

PRESCOTT W. COOKINGHAM
JAMES C. MALETIS

LEO J. HANLEY 1925-1958

September 22, 1959

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Floyd Query

Dear Mr. Query:

A copy of your letter dated the 18th day of September, 1959, which was sent to the Pacific Concrete Co. & Otis P. Jordan, Jr. of Portland, has been turned over to me for attention.

As your records probably indicate, the Bishop Construction Company has a Subcontract with Pacific Concrete Company and Otis P. Jordan, Jr. to do a particular portion of the Ontario - Idaho Line Section Old Oregon Trail Contract No. 5448. This company and the particular Subcontract was bonded by the United Pacific Insurance Company of Tacoma, Washington.

It was our understanding that the United Pacific Insurance Company had paid all outstanding claims against the Bishop Construction Co., but apparently this claim of the State Tax Division was overlooked by them.

Please be advised that I am bringing this to the attention of the said United Pacific Insurance Company and am requesting them to please satisfy this claim.

We have a contract with the United Pacific Insurance Company for an indemnification of the Pacific Concrete Company and Otis P. Jordan, Jr. for such matters as this. Therefore, I trust the said United Pacific Insurance Company will be contacting you or the State Tax Commission in the very near future.

However, if this matter is not attended to for a reasonable length of time, kindly bring it to my attention at the address above.

Very truly yours,

James C. Maletis

JAMES C. MALETIS

JCM:mb

FLOYD QUERY

RECEIVED
SEP 21 1959
FOR FILING

A

September 18, 1959

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by the Department of Employment Commissioner for taxes due for the second and third calendar quarters of 1959, in the amount of $156.44, with interest on $156.02 at the rate of one percent per month or fraction thereof from September 30, 1959 until paid. This claim is against William Bishop, d.b.a. Bishop Construction Company, and the Pacific Concrete Company. This appears to be in connection with the five grade separation structures on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, State Highway Contract No. 5448

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
James E. Schram & Co.
609 Mead Building
Portland, Oregon

Pacific Concrete Co. & Otis P. Jordan, Jr.
10401 N. E. Marx Street
Portland 20, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

September 17, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Roland V. Brown, Assistant Attorney General, Unemployment Compensation Commission, 416 Public Service Building, Salem, Oregon, and filed as of this date a notice of claim by Department of Employment Commissioner for taxes due for the second and third calendar quarters of 1959 in the sum of $156.44, with interest on $156.02 at the rate of one percent per month or fraction thereof from September 30, 1959, until paid, against the bond taken from William Bishop, dba Bishop Construction Company, and the Pacific Concrete Company, principals, and the United Pacific Insurance Company, surety for work in constructing five grade separation structures on the Ontario-Idaho Line Section Old Oregon Trail. State Highway Contract No. 5448.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
SEP 18 1959
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

To: Howell Appling, Jr.
Secretary of State
Salem, Oregon

Notice is hereby given that the undersigned Department of Employment Commissioner has a claim for taxes due for the second and third calendar quarters of 1959 in the sum of $156.44, with interest on $156.02 at the rate of one percent per month or fraction thereof from September 30, 1959, until paid, against the bond taken from William Bishop, doing business as Bishop Construction Company and the Pacific Concrete Company, principals, and the United Pacific Insurance Company for work in constructing five grade separation structures on the Ontario--Idaho Line Section Old Oregon Trail for the State Highway Department of Oregon under contract no. 5448 in the State of Oregon.

The Department of Employment Commissioner further gives notice that no part of the aforesaid claim has been paid.

/s/ D. L. McKernan
Supervisor, Tax Division

Subscribed and sworn to before me this 16 day of September, 1959.

/s/ Viola Keller
Notary Public for Oregon

My Commission Expires April 5, 1960

[illegible] # 5948 5-21-59 A

Monthly Transaction No. MAY [illegible] 1959 5-81	For -2 (5-28-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
		County Malheur
Project Report No. I-80N-8⁶(7) 372 5448	**FEDERAL-AID PROJECT AGREEMENT**	Project No. I-80N-8(7)372

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Approx. N. end Project I-80N-8(6)372 (old I-67(10) to Idaho State Line. (Ontario-Idaho State Line Section-Structures) on U.S. 30**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	3-6-59	0.1
Rights-of-Way		
Construction	3-6-59	0.1
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 596,977	$ 551,300

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [illegible]
Deputy **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX For: C. G. Polk
Division Engineer
By: C. C. Pike C. C. Pike
Acting Administrative Manager

Date executed by Division Engineer **May 21, 1959**

May 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Ontario-Idaho State Line Section (Structures), Project No. I-80N-8(7)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:jb

May 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Ontario-Idaho State Line Section (Structures), Project No. I-80N-8(7)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:gh

Federal Aid
Oregon State Highway Department
Project No. I-80N-8(7)372

ONTARIO-IDAHO STATE LINE SECTION (STRUCTURES)

ON THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 11, 1959

Type Code P. E.

Preliminary Engineering	All Required	$	$ 2,500.00

Type Code X731
North Ontario Interchange (West Bound Sta. 1180+35) (Contract No. 5448)

Shoring, Cribbing, Etc.	All Required	$	$ 1,000.00
Structural Excavation	500 cu.yds.	2.00	1,000.00
Excavation Below Elevation Shown	80 cu.yds.	0.01	0.80
Furnish Steel Piling	1,200 lin.ft.	4.00	4,800.00
Drive Steel Piles	32 only	60.00	1,920.00
Splice Steel Piles	6 only	0.01	0.06
Class "A" Concrete	All Required		36,153.00
Metal Reinforcement	All Required		12,740.00
Structural Steel	All Required		27,740.00
Concrete Slab Riprap	480 sq.yds.	6.00	2,880.00
8-inch Metal Drain Pipe	120 lin.ft.	4.00	480.00
			$ 88,713.86

Type Code X121
U. P. R. R. Overcrossing (West Bound Sta. 1246+16.78 to Sta. 1647+94.78)
(Contract No. 5448)

Shoring, Cribbing, Etc.	All Required	$	$ 3,300.00
Structural Excavation	560 cu. yds.	2.00	1,120.00
Excavation Below Elevation Shown	40 cu. yds.	0.01	0.40
Furnish Steel Piling	1560 lin. ft.	4.30	6,708.00
Drive Steel Piling	24 only	93.00	2,232.00
Furnish Treated Timber Piling	3840 lin. ft.	2.00	7,680.00
Drive Timber Piles	96 only	50.00	4,800.00
Splice Steel Piles	4 only	0.01	0.04
Class "A" Concrete	All Required		50,321.00
Metal Reinforcement	All Required		25,922.00
8-inch Metal Drain Pipe	440 lin. ft.	4.00	1,760.00
			$103,843.44

Type Code X221
Overcrossing Bridge No. 8398 (West Bound Sta. 1256+92 to Sta. 1258+12)
(Contract No. 5448)

Shoring, Cribbing, Etc.	All Required	$	$ 2,300.00
Structural Excavation	455 cu. yds.	2.00	910.00
Excavation Below Elevation Shown	90 cu. yds.	0.01	0.90
Furnish Steel Piling	1620 lin.ft.	4.30	6,966.00
Drive Steel Piles	36 only	93.00	3,348.00
Splice Steel Piles	6 only	0.01	0.06
Class "A" Concrete	All Required		49,770.00
Metal Reinforcement	All Required		21,208.00

Concrete Slab Riprap	690 sq. yds.	$ 9.00	$ 6,210.00
8-inch Metal Drain Pipe	100 lin. ft.	4.00	400.00
			$ 91,112.96

Type Code X721
Undercrossing Bridge No. 8399 (West Bound Sta. 1296+33.44) (Contract No. 5448)

Shoring, Cribbing, Etc.	All Required	$	$ 7,000.00
Structural Excavation	1150 cu. yds.	3.00	3,450.00
Excavation Below Elevation Shown	250 cu. yds.	1.00	250.00
Furnish Steel Piling	1,900 lin. ft.	4.00	7,600.00
Drive Steel Piles	52 only	100.00	5,200.00
Splice Steel Piles	12 only	0.01	0.12
Class "A" Concrete	All Required		94,089.00
Metal Reinforcement	All Required		46,868.66
Metal Handrail	654 lin. ft.	13.00	8,502.00
Concrete Slab Riprap	600 sq. yds.	5.00	3,000.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$176,839.78

Type Code X721
Undercrossing Bridge No. 8400 (West Bound Sta. 1310+04.82) (Contract No. 5448)

Shoring, Cribbing, Etc.	All Required	$	$ 2,300.00
Structural Excavation	410 cu. yds.	3.30	1,353.00
Excavation Below Elevation Shown	70 cu. yds.	0.01	0.70
Furnish Steel Piling	540 lin. ft.	4.00	2,160.00
Drive Steel Piles	12 only	100.00	1,200.00
Splice Steel Piles	3 only	0.01	0.03
Class "A" Concrete	All Required		37,840.00
Metal Reinforcement	All Required		17,782.00
Metal Handrail	542 lin. ft.	14.00	7,588.00
Concrete Slab Riprap	280 sq. yds.	6.00	1,680.00
8-inch Metal Drain Pipe	230 lin. ft.	4.00	920.00
			$ 72,823.73
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Work by U.P.R.R.Co.(OWRR&N Co.)	All Required		6,100.00
		Subtotal	$540,433.77
		10% Engr. & Cont.	54,043.37
		Total	$594,477.14

Length of 5 Structures - - - - - - - 0.056 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,500.00	$ 2,300.00	$ 200.00
Structures	594,477.14	549,000.00	45,477.14
	$596,977.14	$551,300.00	$ 45,677.14

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1930;
Chap. 529, laws 1939
State Funds For Maint: Chap. 529, laws 1939

ONTARIO-IDAHO STATE LINE SECTION (STRUCTURES)

PROJECT NO. I-80N-8(7)372

Estimated costs of work by the Union Pacific Railroad Company.

Labor and materials for temporary signal and communication lines		$4,625.00
Labor and materials to relocate signs and signals		35.00
Labor and materials to install track guard rails		1,474.00
		$6,134.00
	Use	$6,100.00

Federal Aid
Oregon State Highway Department
Project No. I-80N-8(7)372

ONTARIO-IDAHO STATE LINE SECTION (STRUCTURES)

ON THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 2, 1959

Type Code P. E.

Preliminary Engineering	All	Required	$	$ 2,500.00

Type Code X731
North Ontario Interchange (Westbound Sta. 1180+35)

Shoring, Cribbing, Etc.	All	Required	$	$ 4,000.00
Structural Excavation	500	cu. yds.	7.00	3,500.00
Excavation Below Elevation Shown	80	cu. yds.	10.00	800.00
Furnish Steel Piling	1,200	lin. ft.	5.00	6,000.00
Drive Steel Piles	32	only	50.00	1,600.00
Splice Steel Piles	6	only	40.00	240.00
Class "A" Concrete	All	Required		36,205.00
Metal Reinforcement	All	Required		12,870.00
Structural Steel	All	Required		27,300.00
Concrete Slab Riprap	480	sq. yds.	9.00	4,320.00
8-inch Metal Drain Pipe	120	lin. ft.	4.00	480.00
				$ 97,315.00

Type Code X121
U.P.R.R. Overcrossing (Westbound Sta. 1246+16.78 to Sta. 1647+94.78)

Shoring, Cribbing, Etc.	All	Required	$	$ 6,000.00
Structural Excavation	560	cu. yds.	6.00	3,360.00
Excavation Below Elevation Shown	40	cu. yds.	10.00	400.00
Furnish Steel Piling	1,560	lin. ft.	5.00	7,800.00
Drive Steel Piling	24	only	60.00	1,440.00
Furnish Treated Timber Piling	3,840	lin. ft.	1.50	5,760.00
Drive Timber Piles	96	only	50.00	4,800.00
Splice Steel Piles	4	only	40.00	160.00
Class "A" Concrete	All	Required		48,035.00
Metal Reinforcement	All	Required		27,703.00
8-inch Metal Drain Pipe	440	lin. ft.	4.00	1,760.00
				$107,218.00

Type Code X221
Overcrossing Bridge No. 8398 (Westbound Sta. 1256+92 to Sta. 1258+12)

Shoring, Cribbing, Etc.	All	Required	$	$ 7,000.00
Structural Excavation	525	cu. yds.	6.00	3,150.00
Excavation Below Elevation Shown	90	cu. yds.	10.00	900.00
Furnish Steel Piling	1,620	lin. ft.	5.00	8,100.00
Drive Steel Piles	36	only	50.00	1,800.00
Splice Steel Piles	6	only	40.00	240.00
Class "A" Concrete	All	Required		38,220.00
Metal Reinforcement	All	Required		22,620.00
Concrete Slab Riprap	690	sq. yds.	9.00	6,210.00
8-inch Metal Drain Pipe	100	lin. ft.	4.00	400.00
				$ 88,640.00

Type Code X721
Undercrossing Bridge No. 8399 (Westbound Sta. 1296+33.44)

Shoring, Cribbing, Etc.	All	Required	$	$ 10,000.00
Structural Excavation	1,180	cu. yds.	8.00	9,440.00
Excavation Below Elevation Shown	250	cu. yds.	15.00	3,750.00
Furnish Steel Piling	2,550	lin. ft.	5.00	12,750.00
Drive Steel Piles	68	only	50.00	3,400.00
Splice Steel Piles	12	only	40.00	480.00
Class "A" Concrete	All	Required		106,275.00
Metal Reinforcement	All	Required		46,410.00
Metal Handrail	654	lin. ft.	12.00	7,848.00
Concrete Slab Riprap	600	sq. yds.	9.00	5,400.00
8-inch Metal Drain Pipe	220	lin. ft.	4.00	880.00
				$206,633.00

Type Code X721
Undercrossing Bridge No. 8400 (Westbound Sta. 1310+04.82)

Shoring, Cribbing, Etc.	All	Required	$	$ 5,000.00
Structural Excavation	410	cu. yds.	6.00	2,460.00
Excavation Below Elevation Shown	70	cu. yds.	10.00	700.00
Furnish Steel Piling	540	lin. ft.	5.00	2,700.00
Drive Steel Piles	12	only	60.00	720.00
Splice Steel Piles	3	only	40.00	120.00
Class "A" Concrete	All	Required		35,165.00
Metal Reinforcement	All	Required		17,732.00
Metal Handrail	542	lin. ft.	12.00	6,504.00
Concrete Slab Riprap	280	sq. yds.	9.00	2,520.00
8-inch Metal Drain Pipe	230	lin. ft.	4.00	920.00
				$ 74,541.00
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Work by U.P.R.R. Co. (O.W.R.R. & N. Co.)	All	Required		12,000.00
	Subtotal			$587,347.00
	10% Engr. & Cont.			58,734.70
		Total		$646,081.70

Length of 5 Structures - - - - 0.056 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,500.00	$ 2,300.00	$ 200.00
Structures	646,081.70	596,700.00	49,381.70
	$648,581.70	$599,000.00	$49,581.70

Federal Aid
Oregon State Highway Department Project No. I-80N-8(7)372

ONTARIO-IDAHO STATE LINE SECTION (STRUCTURES)

ON THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 9, 1959

Type Code P.E.

Preliminary Engineering	All Required	$	$ 2,500.00

Type Code X731
North Ontario Interchange (Westbound Sta. 1180+35)

Shoring, Cribbing, Etc.	All Required	$	$ 4,000.00
Structural Excavation	500 cu. yds.	7.00	3,500.00
Excavation Below Elevation Shown	80 cu. yds.	10.00	800.00
Furnish Steel Piling	1,200 lin. ft.	5.00	6,000.00
Drive Steel Piles	32 only	50.00	1,600.00
Splice Steel Piles	6 only	40.00	240.00
Class "A" Concrete	All Required		36,205.00
Metal Reinforcement	All Required		13,260.00
Structural Steel	All Required		27,300.00
Concrete Slab Riprap	480 sq. yds.	9.00	4,320.00
8-inch Metal Drain Pipe	120 lin. ft.	4.00	480.00
			$ 97,705.00

Type Code X121
U.P.R.R. Overcrossing (Westbound Sta. 1246+16.78 to Sta. 1647+94.78)

Shoring, Cribbing, Etc.	All Required	$	$ 6,000.00
Structural Excavation	560 cu. yds.	6.00	3,360.00
Excavation Below Elevation Shown	40 cu. yds.	10.00	400.00
Furnish Steel Piling	1,560 lin. ft.	5.00	7,800.00
Drive Steel Piling	24 only	60.00	1,440.00
Furnish Treated Timber Piling	3,840 lin. ft.	1.50	5,760.00
Drive Timber Piles	96 only	50.00	4,800.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete	All Required		48,425.00
Metal Reinforcement	All Required		27,703.00
8-inch Metal Drain Pipe	440 lin. ft.	4.00	1,760.00
			$107,608.00

Type Code X221
Overcrossing Bridge No. 8398 (Westbound Sta. 1256+92 to Sta. 1258+12)

Shoring, Cribbing, Etc.	All Required	$	$ 7,000.00
Structural Excavation	455 cu. yds.	6.00	2,730.00
Excavation Below Elevation Shown	90 cu. yds.	10.00	900.00
Furnish Steel Piling	1,620 lin. ft.	5.00	8,100.00
Drive Steel Piles	36 only	50.00	1,800.00
Splice Steel Piles	6 only	40.00	240.00
Class "A" Concrete	All Required		37,050.00
Metal Reinforcement	All Required		22,295.00
Concrete Slab Riprap	690 sq. yds.	9.00	6,210.00
8-inch Metal Drain Pipe	100 lin. ft.	4.00	400.00
			$ 86,725.00

Type Code X721
Undercrossing Bridge No. 8399 (Westbound Sta. 1296+33.44)

Shoring, Cribbing, Etc.	All	Required	$	$ 10,000.00
Structural Excavation	1,150	cu. yds.	8.00	9,200.00
Excavation Below Elevation Shown	250	cu. yds.	15.00	3,750.00
Furnish Steel Piling	1,900	lin. ft.	5.00	9,500.00
Drive Steel Piles	52	only	50.00	2,600.00
Splice Steel Piles	12	only	40.00	480.00
Class "A" Concrete	All	Required		105,040.00
Metal Reinforcement	All	Required		46,085.00
Metal Handrail	654	lin. ft.	12.00	7,848.00
Concrete Slab Riprap	600	sq. yds.	9.00	5,400.00
8-inch Metal Drain Pipe	220	lin. ft.	4.00	880.00
				$200,783.00

Type Code X721
Undercrossing Bridge No. 8400 (Westbound Sta. 1310+04.82)

Shoring, Cribbing, Etc.	All	Required	$	$ 5,000.00
Structural Excavation	410	cu. yds.	6.00	2,460.00
Excavation Below Elevation Shown	70	cu. yds.	10.00	700.00
Furnish Steel Piling	540	lin. ft.	5.00	2,700.00
Drive Steel Piles	12	only	60.00	720.00
Splice Steel Piles	3	only	40.00	120.00
Class "A" Concrete	All	Required		35,165.00
Metal Reinforcement	All	Required		17,732.00
Metal Handrail	542	lin. ft.	12.00	6,504.00
Concrete Slab Riprap	280	sq. yds.	9.00	2,520.00
8-inch Metal Drain Pipe	230	lin. ft.	4.00	920.00
				$ 74,541.00
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Work by U.P.R.R. Co. (O.W.R.R. & N. Co.)	All	Required		12,000.00
	Subtotal			$580,362.00
	10% Engr. & Cont.			58,036.20
		Total		$638,398.20

Length of 5 Structures - - - - 0.056 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,500.00	$ 2,300.00	$ 200.00
Structures	638,398.20	589,000.00	49,398.20
	$640,898.20	$591,300.00	$49,598.20

Oregon State Highway Department

Federal Aid
Project No. I-80N-8(7)372

ONTARIO-IDAHO STATE LINE SECTION (STRUCTURES)

ON THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 11, 1959

Type Code P.E.

Preliminary Engineering	All Required	$	$ 2,500.00

Type Code X731
North Ontario Interchange (Westbound Sta. 1180+35)

Shoring, Cribbing, Etc.	All Required	$	$ 4,000.00
Structural Excavation	500 cu. yds.	7.00	3,500.00
Excavation Below Elevation Shown	80 cu. yds.	10.00	800.00
Furnish Steel Piling	1,200 lin. ft.	5.00	6,000.00
Drive Steel Piles	32 only	50.00	1,600.00
Splice Steel Piles	6 only	40.00	240.00
Class "A" Concrete	All Required		36,205.00
Metal Reinforcement	All Required		13,689.00
Structural Steel	All Required		27,300.00
Concrete Slab Riprap	480 sq. yds.	9.00	4,320.00
8-inch Metal Drain Pipe	120 lin. ft.	4.00	480.00
			$ 98,134.00

Type Code X121
U.P.R.R. Overcrossing (Westbound Sta. 1246+16.78 to Sta. 1647+94.78)

Shoring, Cribbing, Etc.	All Required	$	$ 6,000.00
Structural Excavation	560 cu. yds.	6.00	3,360.00
Excavation Below Elevation Shown	40 cu. yds.	10.00	400.00
Furnish Steel Piling	1,560 lin. ft.	5.00	7,800.00
Drive Steel Piling	24 only	60.00	1,440.00
Furnish Treated Timber Piling	3,840 lin. ft.	1.50	5,760.00
Drive Timber Piles	96 only	50.00	4,800.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete	All Required		48,425.00
Metal Reinforcement	All Required		27,703.00
8-inch Metal Drain Pipe	440 lin. ft.	4.00	1,760.00
			$107,608.00

Type Code X221
Overcrossing Bridge No. 8398 (Westbound Sta. 1256+92 to Sta. 1258+12)

Shoring, Cribbing, Etc.	All Required	$	$ 7,000.00
Structural Excavation	455 cu. yds.	6.00	2,730.00
Excavation Below Elevation Shown	90 cu. yds.	10.00	900.00
Furnish Steel Piling	1,620 lin. ft.	5.00	8,100.00
Drive Steel Piles	36 only	50.00	1,800.00
Splice Steel Piles	6 only	40.00	240.00
Class "A" Concrete	All Required		37,050.00
Metal Reinforcement	All Required		22,295.00
Concrete Slab Riprap	690 sq. yds.	9.00	6,210.00
8-inch Metal Drain Pipe	100 lin. ft.	4.00	400.00
			$ 86,725.00

Type Code X721
Undercrossing Bridge No. 8399 (Westbound Sta. 1296+33.44)

Shoring, Cribbing, Etc.	All	Required	$	$ 10,000.00
Structural Excavation	1,150	cu. yds.	8.00	9,200.00
Excavation Below Elevation Shown	250	cu. yds.	15.00	3,750.00
Furnish Steel Piling	1,900	lin. ft.	5.00	9,500.00
Drive Steel Piles	52	only	50.00	2,600.00
Splice Steel Piles	12	only	40.00	480.00
Class "A" Concrete	All	Required		105,040.00
Metal Reinforcement	All	Required		46,085.00
Metal Handrail	654	lin. ft.	12.00	7,848.00
Concrete Slab Riprap	600	sq. yds.	9.00	5,400.00
8-inch Metal Drain Pipe	220	lin. ft.	4.00	880.00
				$200,783.00

Type Code X721
Undercrossing Bridge No. 8400 (Westbound Sta. 1310+04.82)

Shoring, Cribbing, Etc.	All	Required	$	$ 5,000.00
Structural Excavation	410	cu. yds.	6.00	2,460.00
Excavation Below Elevation Shown	70	cu. yds.	10.00	700.00
Furnish Steel Piling	540	lin. ft.	5.00	2,700.00
Drive Steel Piles	12	only	60.00	720.00
Splice Steel Piles	3	only	40.00	120.00
Class "A" Concrete	All	Required		35,165.00
Metal Reinforcement	All	Required		17,732.00
Metal Handrail	542	lin. ft.	12.00	6,504.00
Concrete Slab Riprap	280	sq. yds.	9.00	2,520.00
8-inch Metal Drain Pipe	230	lin. ft.	4.00	920.00
				$ 74,541.00
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Work by U.P.R.R. Co. (O.W.R.R. & N. Co.)	All	Required		12,000.00
	Subtotal			$580,791.00
	10% Engr. & Cont.			58,079.10
		Total		$638,870.10

Length of 5 Structures - - - - - 0.056 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,500.00	$ 2,300.00	$ 200.00
Structures	638,870.10	589,700.00	49,170.10
	$641,370.10	$592,000.00	$49,370.10

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RECEIVED
MAY 15 1959
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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5447

May 14, 1959

Pacific Concrete Company, &
Otis P. Jordan, Jr.,
10401 NE Marx Street
Portland 20, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5448, awarded April 16, 1959, for 5 grade separation structures on the Ontario-Idaho Line Section of the Old Oregon Trail in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
MAY 14 1959
FOR FILING
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5448

May 12, 1959

[illegible]

Parkrose Branch
Portland Trust Bank
10003 N.E. Sandy Blvd.
Portland 20, Oregon

Attention: Dan Heimbuck, Assistant Manager

Dear Mr. Heimbuck:

This is to acknowledge receipt of an assignment of claim executed by Pacific Concrete Company, Inc. and Otis P. Jordan, Jr., and approved by the Glens Falls Insurance Company, assigning moneys due or to become due under State Highway Contract No. 5448 to the Parkrose branch, Portland Trust Bank.

The additional copies of our assignment of claim form and signed copies of your notice of assignment have been forwarded to you in the envelope that you sent to us.

A copy of this letter is being sent to the State Highway Commission Auditor so that payments can be made according to the assignment.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj
cc: Glens Falls Insurance Company
C. H. Maison, Auditor

Mr. Maison:

Attached is a copy of the assignment of claim to Parkrose Branch, Portland Trust Bank. Please make payments under the contract as stated in the assignment.

F. Q.

NOTE: 5/14/59 - Assignment of Claim and Notice of Assignment are in contract #5448 - Office Copy.

D.Cook.

NOTED ON CARD
dc

NOTED
C. W. HEAD

HEAD OFFICE

PARKROSE BRANCH
PORTLAND TRUST BANK
COMMERCIAL — SAVINGS — TRUST
MEMBER FEDERAL RESERVE SYSTEM

10003 N. E. SANDY BLVD.
PORTLAND 20, OREGON

May 11, 1959

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

Enclosed herewith is Assignment of Claim and Notice of Assignment covering moneys due or to become due under contract award no. 5448 to Pacific Concrete Company and Otis P. Jordan Jr. of this city.

Also enclosed is the Acknowledgement of Assignment by the Glens Falls Insurance Company, who is the bonding company on this contract award.

Please acknowledge receipt of the Assignment and return the enclosed documents.

Would you please forward to us additional copies of your Assignment of Claim Form No. A204-1M.

Yours very truly,

Dan Heimbuck
Assistant Manager.

DH/ed
encl.

1959 OREGON CENTENNIAL EXPOSITION AND TRADE FAIR

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FOR FILING
I-80N-8(7)372

5448

When replying, refer to
08-35.4-0

April 16, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5448 for Oregon Project I-80N-8(7)372, Idaho State Line Section (Structures) of the Old Oregon Trail Highway, to Pacific Concrete & Otis P. Jordan, Jr. of Portland, Oregon, low bidder in the amount of $533,333.77 at the March 24, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Orig. to Archival

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APR 17 1959
FOR FILING

April 16, 1959

Pacific Concrete and
Otis P. Jordan, Jr.
10401 N. E. Marx Street
Portland 20, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5448 for five grade separation structures on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County.

This award was based on your bid of $533,333.77 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAR 1959
FOR FILING
I-80N-8(7)372

5448

When replying, refer to
08-35.6

March 6, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-80N-8(7)372, Ontario-Idaho State Line Section Structures, of the Old Oregon Trail Highway. This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

orig to
Project

26-3327 Rooster Rock St. Park 1959
Ext. on Columbia R. Hwy.
#5449

RECEIVED
OCT 21 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Oct. 20, 1959

(~~CONTRACT NO.~~) [illegible]	(EST. NO.)	(CONTRACTOR)
5449	6 Final	M. J. Brassfield Co.
(~~VOUCHER NO.~~)	(WARRANT NO.)	(AMOUNT) (DATE)
25171	69708	$1,260.57 10/19/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcomb
ACCOUNTING DIVISION

Specified completion date: 80 workdays from April 26, 1959

Time Extensions: None of record

Completion Date: August 19, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 21, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 21 1959
GRW

NOTED ON CARD
S.C.

RECEIVED
OCT - 6 1959
FOR FILING

26 - 3327

5449

October 5, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5449 for construction of shelter latrines in Rooster Rock State Park on the Columbia River Highway in Multnomah County was completed on August 19, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $1,269.57 will be released to the contractor on or after October 15, 1959. The total contract amount is $44,087.90, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

A

RECEIVED
SEP 15 1959
FOR FILING

[illegible]

5449

September 14, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to M. J. BRassfield Co., a portion of the funds heretofore retained by the Commission on contract #5449, for construction of shelter latrines in Rooster Rock State Park on the Columbia River Highway in Multnomah County.

This payment, in the amount of $4,129.93, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,324.28. The present payment will be released on or after September 24, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

FORM E-123 5M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

RECEIVED
MAY 6 - 1959
FOR FILING
26-3327
5449

May 5, 1959

M. J. Brassfield
975 Imperial Drive
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5449, awarded April 16, 1959, for shelter latrines in Rooster Rock State Park on the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

RECEIVED
1959
FOR FILING
[illegible]
5/14

April 16, 1959

M. J. Brassfield Co.
975 Imperial Drive
Salem, Oregon

Dear Mr. Brassfield:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5449 for the Rooster Rock State Park extension on the Columbia River Highway in Multnomah County.

This award was based on your bid of $41,822.85 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
C. H. Armstrong

S-57(7) E. Unit, Ukiah-Forest Bdry. 1959
Sec. of Ukiah-Hilgard Hwy.
#5450 (Stone base & Oiling)

RECEIVED
NO
W. C. WILLIAMS

June 21, 1960

FINAL COST ANALYSIS

E. Unit, Ukiah-Forest Boundary
Contract No. 5430

Stone Base & Oiling
Contractor: J.C. Compton Co.
Resident Engineer: Kenneth Berg

Ukiah-Hilgard Highway
Prefix No. 130-1073

5430

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*1-1/4"-0 Mat'l in Base	31,554.39	Ton	1.65	1.65	52,064.74	52,064.74
*3/4"-0 Mat'l in Base	11,931.935	Ton	1.65	1.65	19,687.69	19,687.69
*Sprinkling	3,547	M-Gal.	3.00	3.00	10,846.38	10,641.00
Preparation of Base	6.41	Mile	125.00	62.57	401.13	801.25
*3/4"-0 Bat'l in Binder Course	770	Cu.Yd.	2.80	3.08	2,373.30	2,156.00
*Furnish & Place Aggregates	3,995	Cu.Yd.	3.20	3.48	13,911.43	12,784.00
MC-2 Asphalt	119.45	Ton	47.00	40.88	4,884.24	5,614.15
120-150 Asphalt	273.14	Tpn	44.50	38.57	10,535.56	12,154.73
RS-1 Asphalt	87.81	Ton	45.00	44.95	3,947.77	3,951.45
Extra for Oiling Approaches	4	Each	20.00			80.00
Purchase Excess:						
*PA#1 1/4"-#10 Rock in S.P.	196.2	Cu.Yd.	1.50	1.50	294.30	294.30
*PA#1 1/2"-1/4" Rock in S.P.	83.7	Cu.Yd.	1.50	1.50	125.55	125.55
*PA#1 3/4"-1/2" Rock in S.P.	93.8	Cu.Yd.	1.50	1.50	140.70	140.72
*PA#1 1-1/4"-3/4" Rock in S.P.	135.9	Cu.Yd.	0.25	0.25	33.98	33.98
*PA#1 3/4"-0 Rock in S.P.	756.6	Cu.Yd.	1.50	1.50	1,134.90	1,134.90
PA#2 120-150 Asphalt	21.14	Ton	35.20	35.59	752.48	744.13
Force Account (State Participation in Flagging)					250.23	250.23
					$121,384.38	$122,658.80

Gross Revenue	$ 122,658.80
Total Cost	121,384.38
Net Profit	$ 1,274.42

Net Profit equals 1.03% of Gross Revenue

*F.H. McEwen (all or in part)

DETAIL OF COSTS - Contract No. 5450

Labor:			
Labor and Supervision		$ 4,611.46	
Labor Insurance, Health & Welfare		302.19	
Travel-Transportation		218.15	$ 5,131.80
Equipment Rental & Miscellaneous Supplies:			
Equipment Rental, Owned		1,644.06	
Equipment Rental, Hired Fully Operated		1,409.00	
Gas, Oil and Grease		989.88	
Bond		223.43	
Licenses and Fees		159.74	
Small Tools and Misc. Supplies		299.54	
Home Office and General Overhead		513.18	5,238.83
Materials:			
MC-2 Asphalt	119.45 Ton @ $25.85	3,087.78	
120-150 Asphalt	294.28 Ton @ $23.60	6,945.01	
RS-1 Asphalt	87.81 Ton @ $29.80	2,616.74	
Freight on Asphalt	501.54 Ton @ $10.96	5,495.86	18,145.39
Hired Contractor:			
H. F. McEwen, Crushing Contractor		92,868.36	92,868.36
	TOTAL COST		$ 121,384.38

Remarks - Contract No. 5450

This was a "Federal Aid Secondary Project" consisting of the construction of 6.41 miles of stone base and shoulders, involving approximately 43,486.325 tons of crushed rock materials, and the construction of 6.41 miles of Type 0-11 oil mat wearing surface with binder course on the East Unit, Ukiah-Forest Boundry Section of the Ukiah-Hilgard Highway in Umatilla County.

This project was bid March 24th, awarded April 16th, and completed September 14, 1959.

F.H. McEwen, crushing contractor, moved an HD-20 dozer onto the project June 1st and began dozing and leveling an area south of the quarry for the crushing plant. It was also necessary to clear and level an area in the quarry so that a shovel and dumptor could be used to feed the crusher.

This contractor spent the next six weeks moving in and setting up the crushing plant and constructing a detour around the plant area. Due to the limited working area in the quarry, the contractor set up a primary crusher, conveyor and surge pile. A 3/4-cubic yard shovel was used to load one dumptor which fed the primary jaw. The surge pile was built up with enough material to feed the main crushers continuously regardless of the speed of material movement from the quarry.

Crushing operations began on July 13th with the production of 1-1/2"-0 base and 1-1/4"-3/4" oil rock. The crushed material was stockpiled awaiting gradation test and the testing of the weigh scale.

The placing of 1-1/2"-0 base material on the grade was begun July 20th. The material was hauled with two semi-cross dump trucks and processed with blade, roller and water truck belonging to George Corliss of Bend.

Although it was intended that the contractor would use talus material in the quarry, it was found necessary to drill and shoot to obtain more free material. Drilling was started on July 20th. The first shot was set off on Wednesday of the following week. Drilling operations were resumed again and the second shot set off on Saturday.

All base material was placed, with the exception of a 500-foot section occupied by the crushing plant, on Wednesday, August 19th. The production of oil rock was completed on Monday, August 24th. The balance of the week was used to maintain the base and to disassemble the crusher.

J.C. Compton moved in the oiling equipment and placed the binder over the project on Tuesday, September 1, 1959. Five miles of 120-150 asphalt and cover were placed on Thursday and the remaining 1.4 miles were spread on Friday. The second spread and first seal were placed on Tuesday and Wednesday of the following week. The final seal was placed on Saturday, September 12, 1959.

Remarks Cont'd. - Contract No. 5450

J.C. Compton's oiling equipment consisted of the following: one pilot car, one distributor, six dump trucks of 5-cubic yard capacity, one dump truck of 10-cubic yard capacity, two steel wheel rollers - 10 ton, one #12 caterpillar grader, one Hough 4-wheel loader, and one Ford tractor with broom.

A small profit was made by the contractor. This was due to the cost of crushing at bid prices.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 3, 1959

S 57(7)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5450 5450	4 Final	J. C. Compton Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
29407	110712	$3,679.76	12-1-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapuska
ACCOUNTING DIVISION

Specified completion date: 95 workdays from May 1, 1959

Time Extensions: None of record

Completion Date: September 14, 1959

Date Accepted: December 16, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: December 21, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

NOTED ON CARD
LC

Warrant Mailed:

RECEIVED
NOV 23 1959
FOR FILING

25701

5450

November 20, 1959

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower
San Francisco, California

Gentlemen:

State Highway contract #5450 for stone base-oiling the East Unit of the Ukiah-Forest Boundary Section of the Ukiah-Hilgard Secondary Highway in Umatilla County was completed by the contractor, J. C. Compton Co., on September 14, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $3,679.76 will be released to the contractor after acceptance by the Commission. The total contract amount is $122,658.80, of which amount $250.23 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Gordon Carey Ins. Agency
334 3rd Street
McMinnville, Oregon

9

RECEIVED
OCT 19 1959

FOR FILING
[illegible]
54-

October 16, 1959

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Co., on contract #5450 for stone base-oiling on the East Unit, Ukiah-Forest Boundary Section of the Ukiah-Hilgard Secondary Highway in Umatilla County.

This payment, in the amount of $22,522.70, will be released to contractor on or after October 26, 1959. The retained percentage is $3,679.76.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Gordon Carey Ins. Agency
334 3rd St.,
McMinnville, Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 18, 1959

Section E. Unit, Ukiah-Forest Bdry.

Highway Ukiah-Hilgard County Umatilla

Contractor J. C. Compton Co.

Date of contract April 6, 1959

Date work started June 1, 1959

Project authorization $130,289.91

Exclusive of engineering $121,024.85

Kind of work Stone Base & Oiling

Section prefix 130-1073

Contract number 5450

Specified work days 95

Work days used 86

Per cent of time elapsed 91 %

Estimated cost of completed project, exclusive of engineering $121,500

Estimated per cent overrun or underrun under 1 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $9,265.06

Engineering cost to date $7400, 80 %

Date project was completed Sept. 14, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100%	100%	100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The final seal was laid Saturday, Sept. 12, during very favorable weather. Shoulders were shaped and rolled the following day. The oil mat was maintained with a broom through Tuesday of this week.

Contract is now completed; this will be the last weekly report.

NOTED
JOHN B. [illegible]

CONSTRUCTION DIVISION
RECEIVED
SEP 21 1959
NOTED- E B
CE ACE ACE COE

Noted
M. N. Juve

Signed Kenneth Berg

Address Box 459 Pendleton, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		6.41		6.41	
Miles partially completed		-		0	
Miles completed		6.41		6.41	
Total estimated quantities (contract)		45,300 ton		500 ton oil 4,600 cy rock	
Total quantities corrected to date		43,485 ton		479 ton oil 4,775 cy rock	
Estimated quantities moved or placed to date		"		"	
Average daily quantities		0		100 ton oil 700 cy rock	
Average daily quantities necessary to complete project on time		0		0	
Number shifts per day		0		1	
Hours per shift		0		8	
Average force on project for week		0		3	

Men	
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	2

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	warm		
Monday	cldy-scattered showers		
Tuesday	rain		
Wednesday	mild		
Thursday	mild		
Friday	rain		
Saturday			

RECEIVED
SEP 18 1959
FOR FILING

[illegible]

5450

September 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 14, 1959, on Contract No. 5450, East Unit, Ukiah-Forest Boundary Section, in Umatilla County, in connection with Federal Aid Project No. S-57(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

RECEIVED
JUN - 5 1959
FOR FILING

S-57(7)

5450

June 5, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 1, 1959, on Contract No. 5450, East Unit, Ukiah-Forest Boundary Section, in Umatilla County, in connection with Federal Aid Project No. S-57(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:cr

Entered 5450 5-11-59

RECEIVED
MAY 20 1959
FOR FILING

Monthly Transaction No. 544	Fo -2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. **3** S-57(7)	**FEDERAL-AID PROJECT AGREEMENT**	County **Umatilla**
		Project No. **S-57(7)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **East end DS-57(6) to West Forest Boundary (East Unit, Ukiah-Forest Boundary Section) on State Route 341**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-5-59	6.4
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 127,394	Federal funds $ 78,800

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
~~Deputy~~ **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. C. Polk
Division Engineer

Date executed by Division Engineer **May 19, 1959**

USComm-DC 11169

May 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the East Unit, Ukiah-Forest Boundary Section, Project No. S-57(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:gh

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the East Unit, Ukiah-Forest Boundary Section, Project No. S-57(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:bb

Federal Aid Secondary
Oregon State Highway Department Project No. S-57 (7)

EAST UNIT, UKIAH - FOREST BOUNDARY SECTION OF THE UKIAH-HILGARD HIGHWAY IN UMATILLA COUNTY.

(Estimate as a basis for project agreement. Based on low bid prices.)
Salem, Oregon, April 29, 1959

Type Code 5231
Roadway (Sta. 200+00 to Sta. 538+44) (Contract No. 5450)

1½" - 0 Material in Base	32,600	tons	$ 1.65	$ 53,790.00
3/4" - 0 Material in Base	12,700	tons	1.65	20,955.00
Sprinkling	800	M-gal.	3.00	2,400.00
Preparation of Base	6.41	Miles	125.00	801.25
3/4" - 0 Material in Binder Course	740	cu. yds.	2.80	2,072.00
Furnishing and Placing Aggregates	3,900	cu. yds.	3.20	12,480.00
MC-2 Asphalt	120	tons	47.00	5,640.00
120-150 Asphalt	300	tons	44.50	13,350.00
RS-1 Asphalt	85	tons	45.00	3,825.00
Extra For Oiling Approaches	10	only	20.00	200.00
				$115,513.25
Flagging (57½% of Contractor's Cost)	All Required			300.00
		Subtotal		$115,813.25
		10% Engr. & Cont.		11,581.32
			Total	$127,394.57

Length of Roadway _ _ _ _ _ _ _ _ 6.411 Miles
Cost of Roadway Per Mile_ _ _ _ $19,871.24

Federal Funds	$ 78,800.00
State Funds	48,594.57
	$127,394.57

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maint: Chap. 529, laws 1939

A

RECEIVED
MAY 6 - 1959
FOR FILING
157(7)
5450

FORM E-129 5M
COMMISSIONERS
H. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 5, 1959

J. C. Compton Company
P. O. Box 86
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5450, awarded April 16, 1959, for stone base-oiling on the East Unit, Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
1959
FOR FILING

5450

April 16, 1959

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5450 for stone base and oiling on the East Unit, Ukiah-Forest Boundary Section of the Ukiah-Hilgard Highway in Umatilla County.

This award was based on your bid of $115,513.25 which was the low bid submitted to the Commission on March 24, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

201-1038 10th St.-Main St. Sec. 1959
of Campbell Ave. in
#5451 City of Baker

RECEIVED
AUG 21 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 20, 1959

[illegible]
(CONTRACT NO.) (EST. NO.) (CONTRACTOR)

5451 Est. 3 Final Cartwright Construction Co.
(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

20212 24317 $ 514.77 8/18/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date:	**55 workdays from May 1, 1959**
Time Extensions:	**None of record**
Completion Date:	**June 16, 1959**
Date Accepted:	**July 2, 1959**
Penalties:	**None of record**
Claims:	**None of record**
Remarks:	

Date: **August 20, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: AUG 21 1959

NOTED ON CARD
8/21/59
gmc

RECEIVED
AUG 10 1959
FOR FILING

5421

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7,1959

SUBJECT: Tenth Street Improvement
City of Baker
File No. 3729

To: W. H. Haskin
Property Manager

OFFICE

This is in regard to our sale of Block 34, Leven's Second Addition to the City of Baker to E. M. Frericks. As a part of your sale, you agreed to furnish the purchasers with a title insurance policy. The policy, as ordered, is subject to a lien due the City of Baker for paving in the amount of $812.50 plus interest at six percent per annum from June 2, 1958.

This paving project was pursuant to an agreement between the City of Baker and the State Highway Commission providing for the joint financing thereof. That portion financed by the City of Baker was obtained by a special assessment against the abutting property. Since we were the owners of Block 34, an abutting tract not being used for highway purposes, our property became subject to this special assessment.

This matter was discussed fully with Mr. C. G. Swenson of County-City Relations and with Mr. Paxson who concur that this should be paid as a valid lien against our property.

Attached is a statement from the City of Baker dated August 3rd indicating the balance due. This matter should be presented to the next meeting of the Highway Commission for authority to make payment to satisfy this lien. Once this has been accomplished, if you will return the matter to us, we will secure the title insurance policy free of this lien for delivery to Mr. Frericks in accordance with our agreement.

JAMES R. KUHN
Staff Attorney

JRK:amb
Att: Ltr. from City of Baker
dated 8-3-59
cc: C. G. Swenson
C. S. Paxson ✓

TIED

RECEIVED
AUG 7 - 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 7 - 1959
FOR FILING

[illegible]

5451

August 6, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5451 for paving the 10th St.-Main St. Section of Campbell Avenue in Baker, Baker County, was completed by the contractor, Cartwright Construction Co., on June 16, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $514.77 will be released to the contractor on or after August 17, 1959. The total contract amount is $17,159.06, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
JUL 28 1959
FOR FILING

[illegible]
5451

July 27, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Cartwright Construction Company on contract #5451 for paving 10th Street-Main Street Section of Campbell Avenue in Baker, Baker County.

This payment, in the amount of $14,938.11 will be released to contractor on or after August 7, 1959. The retained percentage is $514.77.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

FINAL REPORT

For Week Ending June 27, 1959

Section 10th St.-Main St. (Baker)

Kind of work Paveing

Highway Campbell Ave. County Baker

Section prefix 201-1038

Contractor Cartwright Const.Co

Contract number 5451

Date of contract April 16, 1959

Specified work days 55

Date work started May 21, 1959

Work days used 24

Project authorization $ 20,322.00

Exclusive of engineering $ 18,876.88

Per cent of time elapsed 44 %

Estimated cost of completed project, exclusive of engineering $ 18,876.88

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1,445.12

Engineering cost to date $ 1,450.00, 100.34 %

Date project was completed June 16, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100				100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Semi-Final estimated will be submitted to the Div. Eng. Tues. of next week.

CONSTRUCTION DIVISION
RECEIVED
JUN 29 1959
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CUE

NOTED
JOHN R. OAKES

Noted
M. M. Juve

NOTED
C. E. PAULSEN

Signed L. C. Stratton

Address Rand Building, Baker

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					0.55
Miles partially completed					0.55
Miles completed					0.55
Total estimated quantities (contract)					1,940ton
Total quantities corrected to date					ton 1,866.27
Estimated quantities moved or placed to date					1,866.27 ton
Average daily quantities					77.76
Average daily quantities necessary to complete project on time					0
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair AM Light Rain PM		
Friday	Cloudy & Cool		
Saturday			

RECEIVED
MAY 22 1959
FOR FILING

201-1038

5451

A

COMMISSIONERS
M[illegible]VER, [illegible]
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 21, 1959

Cartwright Construction Company
Durkee
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5451, awarded April 16, 1959, for paving on the 10th St.-Main St. Section of Campbell Avenue in Baker, Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

A

RECEIVED
[illegible] 1959
FOR FILING

[illegible]

[illegible]

April 16, 1959

Cartwright Construction Company
Durkee, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5451 for paving on the 10th Street-Main Street Section of Campbell Avenue in Baker, in Baker County.

This award was based on your bid of $17,764.00 which was the low bid submitted to the Commission on April 14, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

3-6-59

RECEIVED
MAR [illegible] 1959
FOR FILING
201 1038

5451

NOTE:
W. C. WILLIAMS

LOCATION PROSPECTUS
CAMPBELL STREET, 10TH STREET to MAIN STREET
CITY OF BAKER
BAKER COUNTY

The following prospectus is submitted concerning the above mentioned section. The westerly terminus is at the intersection of Campbell Street with the east line of 10th Street. The easterly terminus is at the west line of Main Street. The overall length of the project is 0.50 mile.

This will be a location survey for the purpose of preparing paving plans. The route is the existing alignment of Campbell Street in Baker.

Reconnaissance is not necessary. Routine soils investigation has been made. There are no special drainage problems. An economic analysis is not necessary.

This will be a paving project between existing curbs. Paving will be asphaltic concrete to a minimum depth of two inches.

Materials are available from local commercial sources.

Further agreements with the city are not necessary.

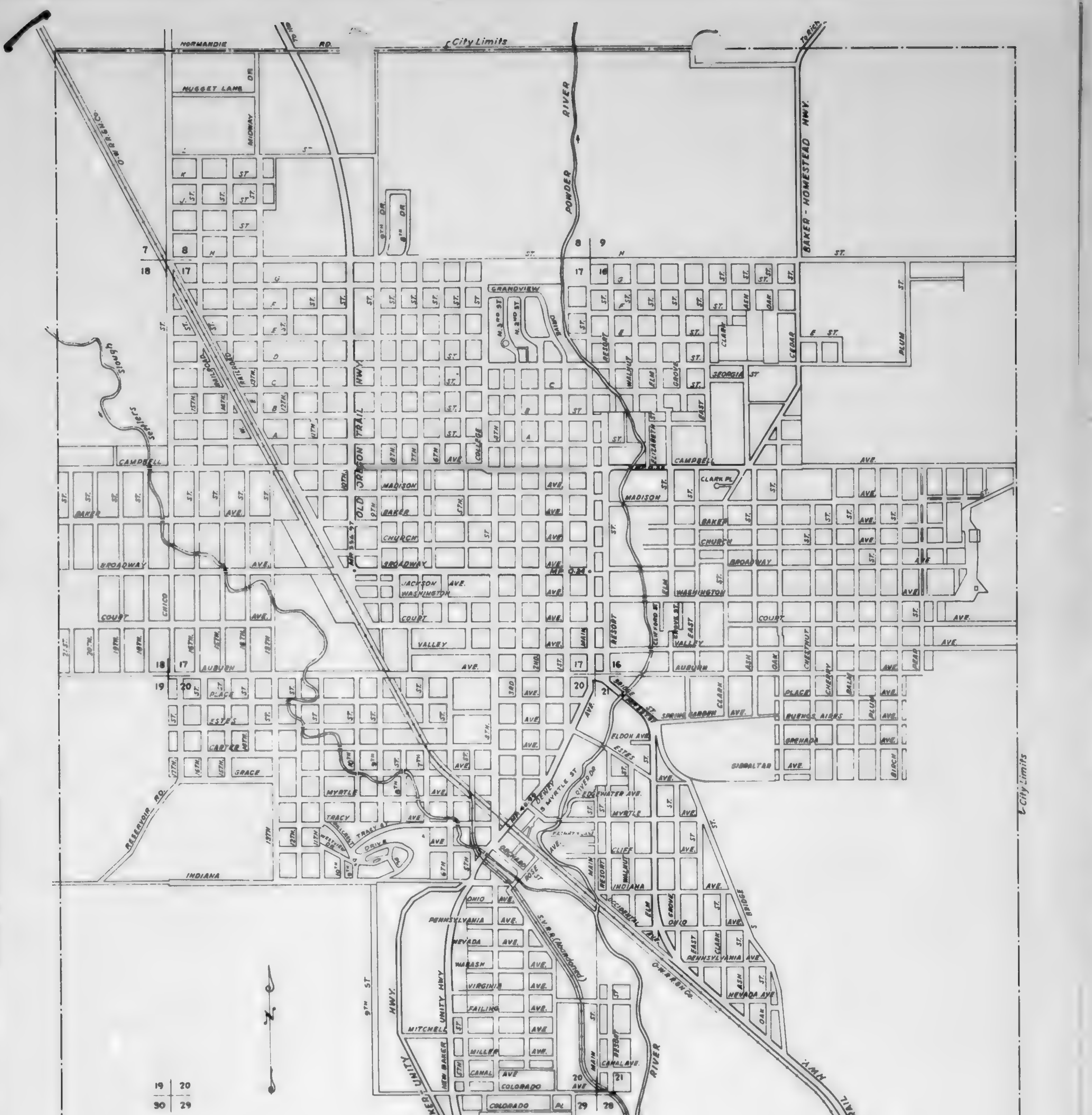
There are no state parks affected by this project.

March 6, 1959

Attachment.

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson (3)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BAKER
Scale in Feet
0
800
1600
2400
BAKER CTY.
T9S R40E W.M.
City Limits
NORMANDIE RD.
NUGGET LANE
MIDWAY DR.
O.W.R.R.&N.Co.
POWDER RIVER
BAKER - HOMESTEAD HWY.
To Rich.
H ST.
G
F
E
D
C
B
A
GRANDVIEW
N. 3RD ST.
N. 2ND ST.
BAIRD
RESORT
WALNUT
ELM
GROVE
EAST
CLARK
ASH
OAK
CEDAR
PLUM
GEORGIA ST.
ELIZABETH ST.
CAMPBELL AVE.
CLARK PL.
MADISON
BAKER
CHURCH
BROADWAY
JACKSON AVE.
WASHINGTON
COURT
VALLEY
AUBURN
PLACE
ESTES
CARTER
GRACE
MYRTLE
TRACY
WESTVIEW DR.
DRIVE
INDIANA
RESERVOIR RD.
CHICO
OLD OREGON TRAIL HWY.
COLLEGE
RAILROAD
MAIN
1ST. ST.
2ND.
3RD.
4TH.
5TH.
6TH.
7TH.
8TH.
9TH.
10TH.
11TH.
12TH.
13TH.
14TH.
15TH.
16TH.
17TH.
18TH.
19TH.
20TH.
21ST.
Settlers Slough
SPRING GARDEN AVE.
CHESTNUT
CHERRY
PALM
BIRCH
PEAR
BUENOS AIRES
GRENADA
GIBRALTAR AVE.
ELDON AVE.
EDGEWATER AVE.
RIVERSIDE DR.
S. MYRTLE ST.
CLIFF
ORCHARD
ROSE ST.
OHIO AVE.
PENNSYLVANIA AVE.
NEVADA AVE.
WABASH AVE.
VIRGINIA AVE.
FAILING AVE.
MITCHELL
MILLER AVE.
CANAL AVE.
COLORADO
COLORADO PL.
BRIDGE
S. BRIDGE
NEW BAKER UNITY HWY
BAKER - UNITY HWY.
9TH ST.
S.V.R.R. (Abandoned)
OLD OREGON TRAIL HWY.
To Unity
To Pendleton
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3 - 1959
R FILING

201-1038

5451

Salem, Oregon
January 7, 1959

Mr. Tom [redacted]
Construction Engineer
OFFICE

Improvement of
Campbell Street
in Baker

At the Highway Commission meeting December 11-12, 1958, approval was given for the placing of a half-sole on Campbell Street in Baker from Main Street to Tenth Street at an estimated cost of $26,000, subject to approval of the City of Baker to maintain this section as a city street.

The City has now approved this arrangement; therefore, please prepare the necessary design and specifications for contracting this work using State funds.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams
Mr. S. H. Probert
Mr. C. G. Swenson

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JAN
FO

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1959

SUBJECT: Improvement of Campbell Street from Main Street to Tenth Street, City of Baker

To: Mr. Forrest Cooper
OFFICE

Attached is a copy of a letter from the city of Baker approving the repaving of the subject street.

The city is to continue the jurisdiction and maintenance of the street after completion of the project.

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

FILED
FORREST COOPER

RECEIVED
JAN 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

THE CITY OF BAKER

"The Friendly City on the Old Oregon Trail"

BAKER, OREGON

December 31, 1958

Oregon State Highway Department
Salem, Oregon

Attention: Mr. C. G. Swenson
Engineer, County and City Relations

Dear Sir:

On December 22, 1958, the City Council of Baker approved the arrangement outlined in your letter of December 17 for the improvement of Campbell Street - Main Street to Tenth Street.

Very truly yours,

Paul R. Revis

Paul R. Revis
City Manager

PRR lf

RECEIVED
JAN 2 1959
ENGINEER
COUNTY & CITY RELATIONS

FORM [illegible] 9M 6-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIQLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

December 17, 1958

Mr. Paul R. Revis
City Manager
City Hall
Baker, Oregon

Dear Mr. Revis:

The State Highway Commission at its last meeting approved a project and allocated funds for the repaving of Campbell Street between Main and Tenth Streets subject to agreement by the City of Baker to continue jurisdiction and maintenance of this section of Campbell Street after construction of this project.

Will you please discuss this with the City Council and advise this office of action taken by the Council. If this arrangement is approved by the City we will proceed to prepare plans for construction of this project during the summer of 1959. The estimated cost of the project is $26,000.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson

C. G. Swenson
Engineer, County and City Relations

CGS:mm

R

RECEIVED
NOV 23 1958
FOR FILING

[illegible]

[illegible]

November 25, 1958

Oregon State Highway Commission

Gentlemen:

We are in receipt of a letter from the City of Baker in which it makes a request that the Highway Department designate Campbell Street from Main to Tenth Street as a part of the state highway system. Campbell Street is parallel to and four blocks northerly from Broadway, the route of US30, and is a connecting street between US30 and the Baker-Homestead Highway. You will recall that we drove over this street on the recent inspection trip so you would be familiar with the requested improvement. This section was improved in 1953 by the City; however, the pavement is inadequate for truck traffic which now uses the street. The City's interest in getting this street designated as a part of the highway system is, of course, for the purpose of having the State place a more adequate surfacing.

While it is true that certain truck traffic does use this section of Campbell Street, I would not recommend that it be made a part of the state highway system as a like condition exists in other cities in the state and it would not be practicable for the State Highway Commission to take over all connecting streets.

It is my recommendation that, subject to approval of the City of Baker, the Highway Commission, as a state project, place an asphaltic concrete wearing surface to an average depth of about two and one-half inches at an estimated cost of $26,000. The street would remain under the jurisdiction of the City.

The matter will be on the agenda for your consideration at the December 11-12 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn:ae

FORM E-30X---60M---6-58---13046

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1958

SUBJECT: Campbell Street
City of Baker

To: Mr. Tom Edwards
Construction Engineer
Office

In reference to Construction Division Assignment No. 484 E, an estimate of cost has been prepared for laying a two-inch asphaltic concrete "half-sole" on Campbell Street between Main and Tenth Streets in the city of Baker.

The width of Campbell Street is 40 feet between curbs throughout the limits. Length of the section is approximately 0.55 mile and the estimated cost is $26,000 for the "half sole". Unit Costs are from Cost Analysis. A field check of data has also been made.

Estimate and sketch are attached.

J. E. Morelock
Asst. Chief Locating Engineer

By William H. Tebeau

William H. Tebeau
Reconnaissance Designer

WHT:ep

Incls.

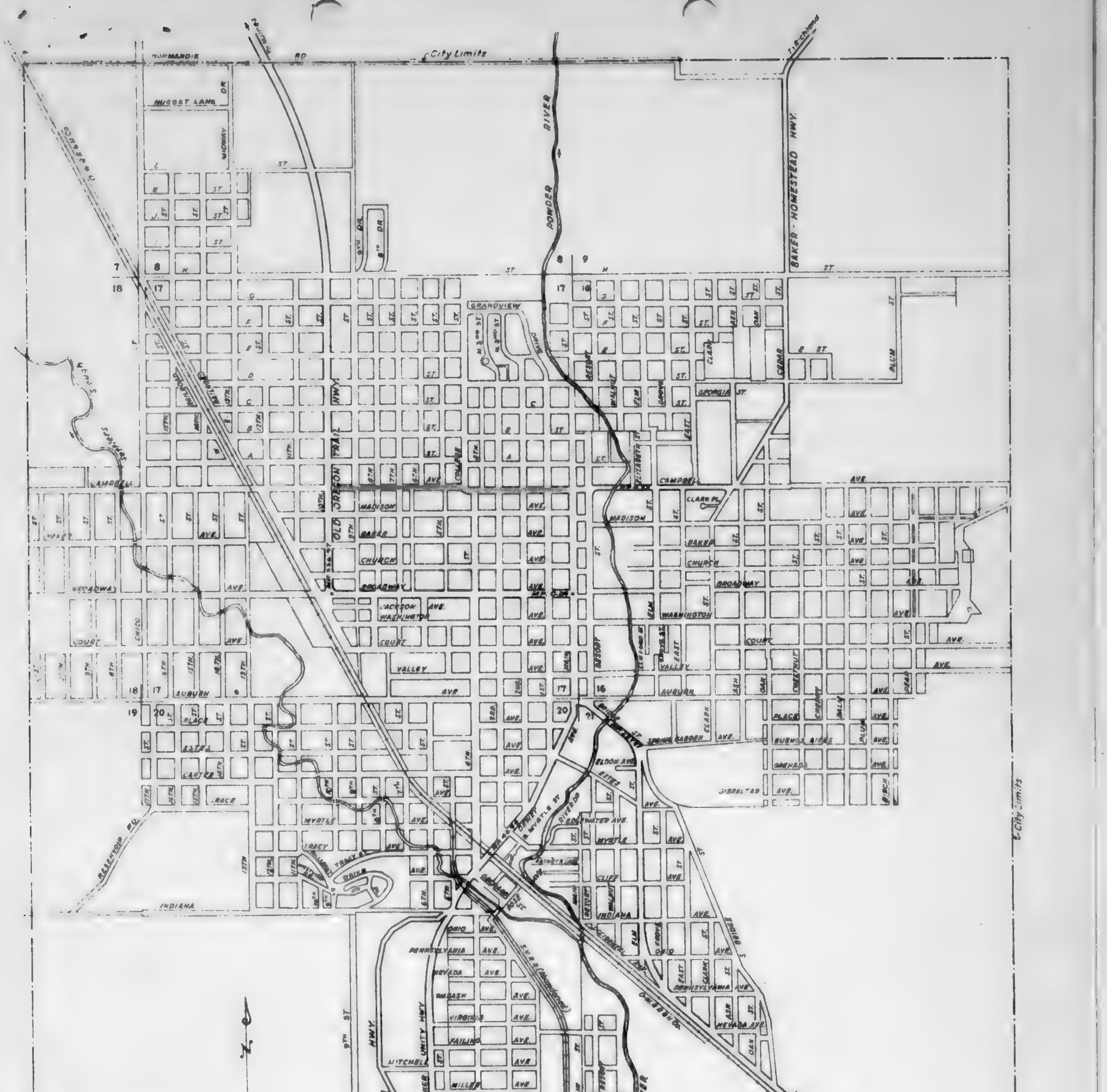
RECEIVED
NOV 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

CAMPBELL STREET (MAIN-TENTH STS.)
CITY OF BAKER
BAKER COUNTY

Cost Estimate for 2-inch "Half Sole" Length 2920' ± 0.55 Mile

ITEM	UNIT	NET	ALLOW	GROSS	UNIT COST	AMOUNT
1. RS-2 Asphalt in Tack	Ton	4	1	5	75.00	375
2. Class "B" Asphaltic Conc.	Ton	1,572	158	1,730	12.00	20,760
3. Adjustment of Manholes	Each	11	1	12	60.00	720

Subtotal	21,855
Engineering & Contingencies (20% ±)	4,145
Estimated Paving Cost	26,000

BAKER
Scale in Feet
0
800
1600
2400
BAKER CTY.
T9S R40E W.M.
REV 7-1-82
City Limits
NORMANDIE RD
NUGGET LANE
MIDWAY DR.
POWDER RIVER
BAKER - HOMESTEAD HWY.
OLD OREGON TRAIL HWY.
GRANDVIEW
CAMPBELL
MADISON
BAKER
CHURCH
BROADWAY
WASHINGTON
JACKSON AVE.
COURT
VALLEY
AUBURN
PLACE
ESTES
CARTER
RACE
MYRTLE
TRACY
INDIANA
RESERVOIR RD.
GEORGIA ST.
CLARK PL.
SPRING GARDEN
ELDON AVE.
BUENOS AIRES
GRANADA
GIBRALTER AVE.
EDGEWATER AVE.
CLIFF
OHIO
PENNSYLVANIA AVE.
NEVADA AVE.
WABASH AVE.
VIRGINIA AVE.
FAILING AVE.
MITCHELL ST.
MILLER
CANAL AVE.
COLORADO
NEW BAKER UNITY HWY
BAKER - UNITY HWY
OLD OREGON TRAIL
To Unity
9TH ST
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Salem, Oregon
November 19, 1958

Estimate - Campbell Street
City of Baker

Mr. Tom Edwards
Construction Engineer
OFFICE

Please give me an estimate of the cost of laying a two-inch asphaltic concrete half-sole on Campbell Street in the city of Baker between Main and Tenth Streets.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

Edw advises - 11/24/58
Cost of 2 - [illegible] - $16000

THE CITY OF BAKER

"The Friendly City on the Old Oregon Trail"

BAKER, OREGON

November 6, 1958

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

The enclosed exhibits and letter from our City Engineer is presented for your consideration.

Heavy truck traffic has been using Campbell Street as a route to Highway 86 as well as an alternate to U. S. Highway 30.

Initially, improvement of Campbell Street was in accordance with our standard residential roadway section, which is not adequate to withstand the truck traffic.

Directional signs, placed by the Highway Department, has resulted in the use of this street as outlined above.

We urge the Highway Commission to designate this street as a part of the Highway System.

We also ask that we be given the opportunity to personally present our request to the Commission.

Very truly yours,

William L. Jackson

William L. Jackson
Mayor

Enc.

RECEIVED
NOV 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. C. WILLIAMS

THE CITY OF BAKER

"The Friendly City on the Old Oregon Trail"

BAKER, OREGON

agenda file
Dec 11 & 12

November 6, 1958

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Further reference is to the enclosed exhibits and Mayor William Jackson's discussion with you regarding the condition and traffic on Campbell Street between Main Street and Tenth Street.

Following Mr. Jackson's visit with you, we completed a traffic count and survey and have forwarded these records to your office.

As stated in the City Engineer's letter to Mayor Jackson, the routing of heavy truck traffic on Campbell Street, was not anticipated at the time this street was improved.

Because of this traffic, guided by signs placed by the Highway Department at Main Street and at Tenth Street, we are urging the State Highway Commission to designate Campbell Street a part of the highway system as an alternate route.

We enclose an official letter to the State Highway Commission requesting their consideration and favorable action.

Very truly yours,

Paul R. Revis

Paul R. Revis
City Manager

PRR lf

Enc.

RECEIVED
NOV 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

THE CITY OF BAKER

"The Friendly City on the Old Oregon Trail"

BAKER, OREGON

August 30, 1958

Mr. William L. Jackson, Mayor
City of Baker, Oregon

Dear Mr. Jackson:

Discussion by the City Council as to the present condition of Campbell Street from Main Street to Tenth Street and recognition that some action must be taken, to prevent further damage to the roadway, presents a problem because of funds not being available.

The Campbell Street improvement, as shown on Exhibit A, attached, was constructed during 1953. The abutting property owners were assessed for the concrete curb and a proportionate cost of the paving; the City paying the additional cost from street funds available at that time.

Excavation, placement of base rock and levelling course was done with city labor and equipment. The curb was installed by Bechtel Bros. and the asphaltic concrete was laid by K. F. Jacobson Company. The design and construction was in accordance with the City of Baker's standard residential roadway section as shown on Exhibit B.

Signs, placed by the State Highway Department, at its intersection with Main Street and at Tenth Street directs traffic over Campbell Street.

The routing of heavy trucks over Campbell Street, as a by-pass or truck route, was not anticipated. This street is not designated as a part of the highway route through Baker.

Since completion of this improvement, Campbell Street has been subjected not only to increased car traffic but is also a permanent route for heavy truck traffic.

The immediate solution, to prevent further damage and deterioration, is to install signs directing the truck traffic south to Broadway where it will follow the designated highway route.

At such time when funds become available, I recommend the placement of an additional three-inch asphaltic concrete top on the existing surface.

Very truly yours,

Paul R. Revis

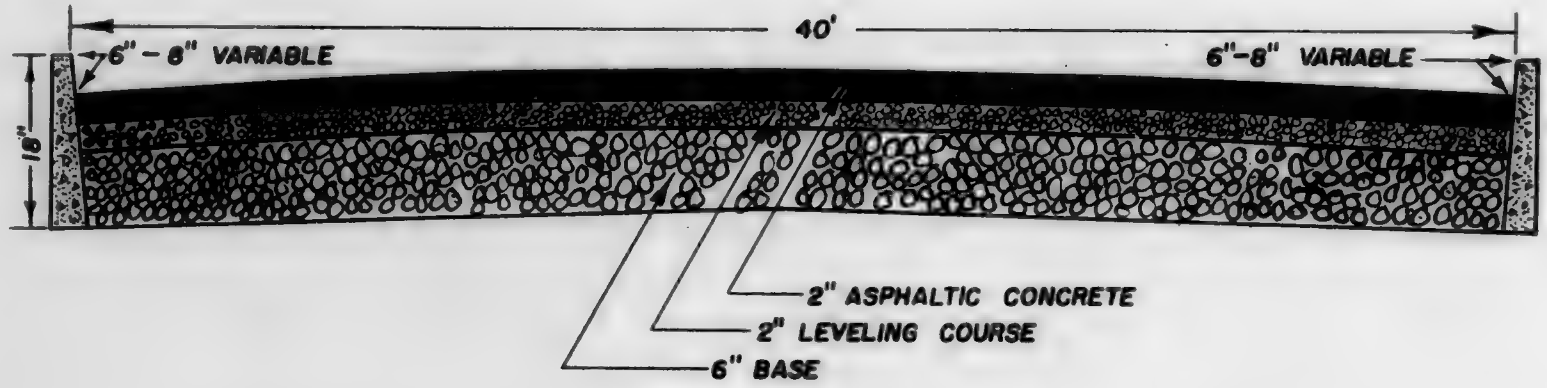
Enc. Exhibits A-B-C-D

Paul R. Revis
City Engineer

BY.................DATE.......... SUBJECT.. SHEET NO.............OF..........
CHKD. BY........DATE.......... JOB NO..............................

EXHIBIT "B"

CONSTRUCTED: 1953
WIDTH: 40 FEET
LENGTH: 2630.5 LINEAL FEET
FROM WEST LINE OF MAIN STREET
TO EAST LINE OF TENTH STREET
PAVEMENT SECTION: 13,708.10 SQ. YDS.
ROADWAY SECTION: STANDARD RESIDENTIAL.
ORIGINAL COST OF CONSTRUCTION: $18,780.00
ESTIMATED COST TO INCREASE PAVEMENT SECTION: $12,872.40

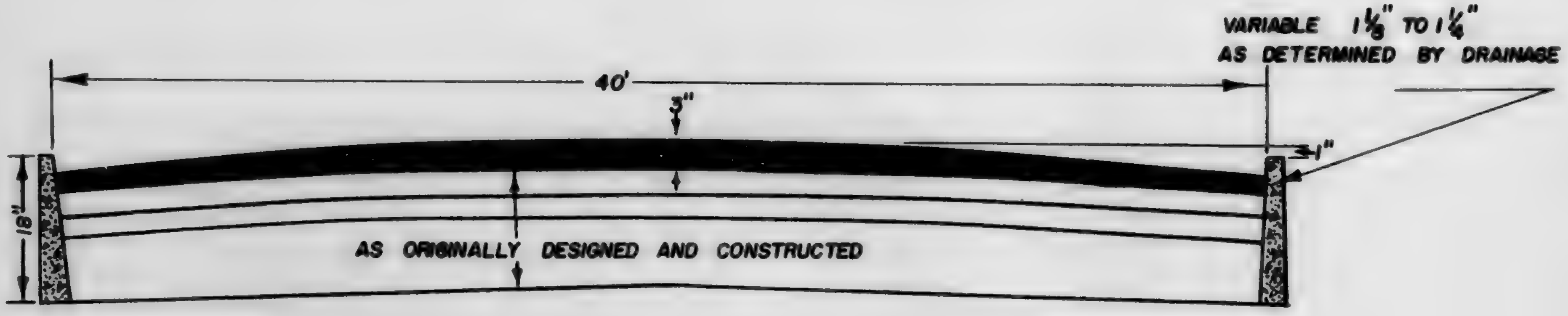


CAMPBELL STREET

PAVING SECTION AS ORIGINALLY DESIGNED
AND CONSTRUCTED

BY.................DATE.................SUBJECT.................SHEET NO.........OF.........
CHKD. BY.........DATE.................JOB NO.................

EXHIBIT "C"


VARIABLE 1⅛" TO 1¼"
AS DETERMINED BY DRAINAGE
40'
3"
1"
18"
AS ORIGINALLY DESIGNED AND CONSTRUCTED

CAMPBELL STREET

PROPOSED INCREASE
IN PAVING SECTION

8-4209 Pistol River Br. on Oregon 1959
Coast Hwy.
#5452

A

RECEIVED
JUL 13 1960
FOR FILING

[illegible]

5452

Salem, Oregon
July 13, 1960

Mr. Ivan D. Merchant

The H. B. Fuller Company, represented by Mr. Al Caples, 3332 N. W. Yeon Avenue, Portland, has offered to furnish enough epoxy paint to put a test panel on the Pistol River Bridge. I would like to do this and would ask that you keep in touch with our contractor and with the Fuller Company so that we can try out a panel of this paint on the job.

G. S. Paxson
Assistant State Highway Engineer

GSP:ae

RECEIVED
OCT [illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 14, 1959

8 11-17			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5452	3 Final	J. E. Brown Company	
~~(VOUCHER NO.)~~	(WARRANT NO.)	(AMOUNT)	(DATE)
24595	64896	$ 3,966.12	10-14-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date:	100 workdays from April 26, 1959
Time Extensions:	None of record
Completion Date:	September 12, 1959
Date Accepted:	September 24, 1959
Penalties:	None of record
Claims:	None of record
Remarks:	

Date: October 14, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT [illegible]
gc

[illegible] ON CARD
lc

RECEIVED
[illegible] 1959
FOR FILING
[illegible]
5452

September 28, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5452 for maintenance painting the Pistol River Bridge on the Oregon Coast Highway in Curry County was completed by the contractor, J. E. Brown Company, on September 12, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $3,966.12 will be released to the contractor on or after October 8, 1959. The total contract amount is $8,622.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

FORM E-125 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
MAY 6 - 1959
FOR FILING

[illegible]

5452

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 5, 1959

J. E. Brown Company
1000 SE 12th Avenue
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5452, awarded April 16, 1959, for maintenance painting of the Pistol River Bridge on the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
[illegible] 1959
FOR FILING

April 16, 1959

J. E. Brown Company
1000 S. E. 12th Avenue
Portland 14, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5452 for maintenance cleaning and painting on the Pistol River Bridge on the Oregon Coast Highway in Curry County.

This award was based on your bid of $8,622.00 which was the low bid submitted to the Commission on April 14, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

I-5-2(20) Fords Br. Sec. of Pacific 1959
102 Hwy. (Median barrier and
#5453 structures)

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OCT 2[illegible] 1959
FOR FILING

October 27, 1959

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

Attached is a copy of a claim in the amount of $10,355.80 which has been filed with the Secretary of State by Collins Concrete and Steel Pipe Company for materials furnished to John A. and Dale J. Clarambeau, McMinnville, Oregon. This appears to be in connection with State Highway Contract 5453, metal median barrier on the Fords Bridge section of the Pacific Highway in Douglas County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Att:
CWH:r

cc: Gordon Carey Insurance Agency
334 3rd Street
McMinnville, Oregon

John A. and Dale J. Clarambeau
1705 Lafayette Avenue
McMinnville, Oregon

Commission
W. C. Williams
Forrest Cooper

NOTED ON CARD
LC

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

October 22, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from Collins Concrete and Steel Pipe Co., 3841 N. Columbia Boulevard, Portland 17, Oregon, and filed as of this date, notice of claim by the above for an unpaid balance due for materials in the construction of guard rail consisting of metal guard rail, brackets, posts, end wings, rail bolts, post bolts, and washers in the sum of $10,355.80 plus interest on said sum from the 15th day of June, 1959 against the bond taken from John A. and Dale J. Clarambeau, principal and Glen Falls Insurance Company, surety for materials furnished in connection with the work for the construction of guard rails upon Fords Bridge Section, Douglas County, Pacific Highway. State Highway Contract No. 5453.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Stephens
Public Records Section

GS:FK
Enc.

NOTED
FLOYD QUERY

RECEIVED
OCT 2 7 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Collins Concrete and Steel Pipe Co.
3841 N. COLUMBIA BOULEVARD
PORTLAND 17, OREGON
BUTLER 9-6661

October 21, 1959

Galvanizing
●
Drainage Tile
●
Rubber Gasket Sewer Pipe
●
Guard Rail Posts
●
Metal Guard Rail
●
Septic Tanks
●
Metal Snow Fence
●
Concrete Sewer Pipe
●
Concrete Meter Boxes
●
Galvanized Range Boilers
●
Culvert and Irrigation Pipe
●
Corrugated Metal Culvert Pipe
●
Electric and Gas Hot Water Heaters
Galvanized and Glasslined

Secretary of State Office
State of Oregon
Salem, Oregon

Attention: Mr. Howell Appling, Secretary of State

Dear Sir:

NOTICE is hereby given that the undersigned, Collins Concrete and Steel Pipe Co., an Oregon corporation, has a claim for an unpaid balance due for materials in the construction of guard rail consisting of metal guard rail, brackets, posts, and wi[illegible] rail bolts, post bolts, and washers in the sum of Ten Th[illegible] Three Hundred Fifty-five Dollars and Eighty Cents ($1[illegible] plus interest on said sum from the 15th day of June, 1[illegible] the bond taken from John A. and Dale J. Clarambeau [illegible] Insurance Company, a corporation, as surety for materials furnished in connection with the work for the construction of guard rails upon the Oregon State Highway Department, Douglas County, Fords Bridge Section, Pacific Highway under a contract between said John A. and Dale J. Clarambeau and the State of Oregon, by and through its State Highway Commission, which contract was awarded April 16th, 1959 and bears Contract # 5453.

Very truly yours,

COLLINS CONCRETE AND STEEL PIPE CO.

W C Harford

W. C. Harford
General Manager

File # 3666

FILED
OCT 22 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
OCT 22 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

WCH:nlc
CC: Glen Falls Insurance Co.
John A. and Dale J. Clarambeau

MEMBER ASSOCIATED GENERAL CONTRACTORS

RECEIVED
1959
FOR FILING

NOT
W. C. WILLIAMS

September 28, 1959

Fords Bridge Unit
Contract No. 5453

FINAL COST ANALYSIS

Guard Rail
Contractor: John A. and Dale J. Clarambeau
Resident Engineer: J.R. Hagedorn

Pacific Highway
Prefix 610-1059-201(41)

Item 5453	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Metal Guard Rail	3,187.5	Lin.Ft.	4.38	4.29	13,679.52	13,961.25
Force Account					409.47	470.89
					$ 14,088.99	$ 14,432.14

Gross Revenue	$ 14,432.14
Total Cost	14,088.99
Net Profit	$ 343.15

The Net Profit equals 2.3% of Gross Revenue

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1959
ENGINEER

DETAIL OF COST - Contract No. 5453

c

Labor:						
Labor					$ 2,540.55	
Labor Insurance					145.31	$ 2,685.86
Materials:						
Metal Guard Rail	3,187.5	Lin. Ft.	@	$2.10	6,693.75	
End Wings	4	Each	@	$3.50	14.00	
Metal Posts	201	Each	@	$7.65	1,537.65	
Metal Posts with Plates	68	Each	@	$14.50	986.00	
Paint	25	Gal.	$	$3.51	87.75	
Redi-Mix Concrete					77.63	
Highway Signs					278.72	9,675.50
Equipment Rental and Miscellaneous Expenses:						
Equipment Rental, Owned					730.40	
Equipment Rental, Hired					196.88	
Gas, Oil, and Grease					121.00	
Bond					129.00	
Drill Steel and Bits					87.55	
Freight					84.80	
P.U.C. Fees					10.50	
Small Tools					37.50	
Home Office and General Overhead					330.00	1,727.63
				TOTAL COST		$ 14,088.99

Remarks - Contract No. 5453

This was a "Federal Aid Interstate Project" located on the Pacific Highway in Douglas County. The northerly end of the project was 0.12 mile northerly of the northerly end of Fords Bridge over the South Umpqua River and about 5.6 miles southerly of the city limits of Myrtle Creek. The southerly end of the project was approximately 1.9 miles northerly of the northerly city limits of Canyonville. The overall length of the project was 0.6 mile.

The work to be done under the contract consisted of the construction of 0.6 mile of metal median barrier and the performance of such additional and incidental work as called for by the specifications and plans.

The project was bid by John A. and Dale J. Clarambeau on April 14, 1959 and was awarded to them on April 16, 1959.

Work began on the project May 4, 1959 and was completed May 29, 1959. The final estimate was dated August 4, 1959.

On May 4, 1959 the contractor moved in and began work on the project. The work was done with a crew of 5 men, two pick-up trucks, two 105 compressors, two jackhammers, a Fordson tractor with an auger attachment, and other necessary equipment. Work on the project progressed at a fair pace and the project was complete on May 29, 1959.

Although the contractors had a low bid on the work, they made a small profit by working and supervising the job themselves.

M.N. Juve
Chief Cost Analyst

By

F.W. Sugnet

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1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 3, 1959

[illegible]		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5453	3 Final	John A. & Dale J.Clarambeau
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
21649	34516	$ 970.89 9/1/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **120 workdays from May 1, 1959**

Time Extensions: **None of record**

Completion Date: **May 27, 1959**

Date Accepted: **August 13, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **September 4, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

C. W. Heal
~~Floyd Query~~
Asst. Secretary

Warrant Mailed: SEP - 8 1959

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FOR FILING

[illegible]

343

August 20, 1959

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

State Highway contract #5453 for metal median barrier on Fords Bridge on Pacific Highway in Douglas County was completed on May 27, 1959 by the contractor, John A. & Dale J. Clarambeau, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $970.89 will be released to the contractor on or after August 31, 1959. The total contract amount is $14,432.14, of which amount $470.89 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Company
Gordon Carey Ins. Agency
334 3rd St.,
McMinnville, Oregon

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Form E-1—(Rev.)—

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5453

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jluy 25, 1959

Section Fords Bridge

Kind of work Metal Median Barrier

Highway Pacific County Douglas

Section prefix 610-1059

Contractor John A. & Dale J. Clarambeau

Contract number 5453

Date of contract April 16, 1959

Specified work days 120

Date work started May 4, 1959

Work days used 19

Project authorization $16,343.73

Exclusive of engineering $15,645.95

Per cent of time elapsed 15.8 %

Estimated cost of completed project, exclusive of engineering $14,429.07

Estimated per cent XXXXX or underrun 7.78 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $1,197.78

Engineering cost to date $1,100.00, 91.8 %

Date project was completed May 27, 1959

ESTIMATED PER CENT COMPLETE

~~[illegible]~~	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100						

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Semi-final estimate was submitted to the Division Office las Monday, 7/20/59.

This will be the last weekly report.

Noted
M. N. Juv[illegible]

CONSTRUCTION DIVISION
RECEIVED
JUL 27 1959
NOTED-- E [illegible] B [illegible] [illegible]
CE ACE ACE COE

NOTED
C. E. [illegible]

Signed J R Hagedorn

Address John R. Hagedorn, Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	Med. Barr. ~~GRADING~~	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.6				
Miles partially completed					
Miles completed	0.6				
Total estimated quantities (contract)	3,190				
Total quantities corrected to date	3,187.5				
Estimated quantities moved or placed to date	3,187.5				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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FOR FILING

T-5-2(22)22

5453

June 19, 1959

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

It is the intention of the State Highway Commission to release to John A. & Dale J. Clarambeau a portion of the funds heretofore retained by the Commission on Contract #5453, for metal median barrier on Fords Bridge, Pacific Highway, in Douglas County.

This payment, in the amount of $5,231.11, reduces the retained percentage to the lump sum of $500.00. The present payment will be released on or after June 29, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Glens Falls Insurance Company
Gordon Carey Ins. Agency
334 3rd Street
McMinnville, Oregon

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JUN - 2 1959
FOR FILING

I-5-2(20)102

5453

June 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed May 27, 1959, on Contract No. 5453, Fords Bridge Section, Douglas County, in connection with Federal Aid Project No. I-5-2(20)102.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson

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MAY 18 1959
FOR FILING

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5453

May 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's participation of flagging costs on the Fords Bridge Section of the Pacific Highway in Douglas County, Contract No. 5453, in connection with Federal Aid Project No. I-5-2(20)102.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.
DBP:gh

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MAY 18 1959
FOR FILING

T.S. 1

5453

May 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 4, 1959, on Contract No. 5453, Fords Bridge Section, in Douglas County, in connection with Federal Aid Project No. I-5-2(20)102.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:gh

NOTED
FORREST COOPER

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MAY 18 1959
FOR FILING
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5453

May 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering signing for the control and directing of traffic on the Fords Bridge Section of the Pacific Highway in Douglas County, Contract No. 5453, in connection with Federal Aid Project No. I-5-2(20)-102.

Signing for control of traffic flow through the construction area will be installed under this order. The traffic pattern will require change as construction progresses and revised controls for direction of traffic will be necessary.

This signing is over and above that which is required of the contractor for safety of workmen and protection of traffic.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.
DBP:gh

RECEIVED
MAY 5 - 1959
FOR FILING

I 5 2(22)102

5453

May 5, 1959

Oregon State Highway Commission

Gentlemen:

At 3:00 P.M. on April 30, 1959, approval was granted for the installation of 35-mile-per-hour construction speed zones covering the median guard rail installation on the Fords Bridge Section of the Pacific Highway, No. 1. The section in question extends from M.P. 216.46 to M.P. 217.46.

Your approval of the above construction speed zone is recommended. This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. F. B. Crandall

VPJ:pk:ae

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FORM E-123 5M 10-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAY 6 - 1959
FOR FILING
J 5-2 (20)
5453

May 5, 1959

John A. & Dale J. Clarambeau
1705 Lafayette Avenue
McMinnville
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5453, awarded April 16, 1959, for metal median barrier on Fords Bridge on Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

Contract No. 5453

RECEIVED
MAY - 1959
FOR FILING

Monthly Transaction No. 5-31	Fo -2 (5-25-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. I-5-2(20)102 3	**FEDERAL-AID PROJECT AGREEMENT**	County **Douglas**
		Project No. **I-5-2(20)102**

5453 The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Approx. 0.1 mile north to 0.4 mile south of Fords Bridge (Umpqua River) Fords Bridge Section on U.S. 99

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-27-59	0.6
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 16,469.00	Federal funds $ 15,200.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)
By Forrest Cooper
Deputy State Highway Engineer
(title)
By
(title)
By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
By C. G. Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer May 5, 1959

USComm-DC 11169

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Fords Bridge Section, Project No. I-5-2(20)102.

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

April 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Fords Bridge Section, Project No. I-5-2(20)102.

Very truly yours,

W. C. Williams
State Highway Engineer

By

RNC:mfh

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. I-5-2(20)102

FORDS BRIDGE SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 23, 1959

Type Code Y007
Median Barrier (Sta. 346+12.50 to Sta. 378+00)(Contract No. 5453)

Metal Median Barrier	3,190 lin. ft.	$4.38	$13,972.20
Flagging (57½% of Contractor's Cost)	All Required		500.00
Signing	All Required		500.00
	Subtotal		$14,972.20
	10% Engr. & Cont.		1,497.22
	Total		$16,469.42

Length of Project - - - - 0.604 Mile
Cost per Mile - - - - - - $27,267.25

Federal Funds -	$15,200.00
State Funds -	1,269.42
	$16,469.42

State Funds for Construction: Chap. 175, laws 1917
Chap. 31, laws 1920
Chap. 529, laws 1939

State Funds for Maintenance: Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid
Project No. I-5-2(20)102

FORDS BRIDGE SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 17, 1959

Type Code Y007
Median Barrier (Sta. 346+12.50 to Sta. 378+00)

Metal Median Barrier	3,190 lin. ft.	$5.65	$18,023.50
Flagging (57½% of Contractor's Cost)	All Required		500.00
Signing	All Required		500.00
	Subtotal		$19,023.50
	10% Engr. & Cont.		1,902.35
	Total		$20,925.85

Length of Project - - - - - - 0.604 Mile
Cost Per Mile - - - - - - - - - $34,645.44

Federal Funds -	$19,300.00
State Funds -	1,625.85
	$20,925.85

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FOR FILING

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5453

April 29, 1959

CERTIFIED MAIL

John A. and Dale J. Ciarambeau
1705 Lafayette Ave.
McMinnville, Oregon

Gentlemen:

We are enclosing your Cashier's Check No. 6363 in the amount of $700.00.

This check was submitted with your proposal for the Fords Bridge Section of the Pacific Highway in Douglas County, on which project you were the low bidder on April 14, 1959. As this contract, No. 5453, has been fully executed, we are returning your check to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

cc John Herr - Accounting
Dorothy Cook

fp

RECEIVED
APR 20 1959
FOR FILING

[illegible]

5453

April 20, 1959
Salem, Oregon

Mr. John Herr
Accounting

We have in the safe the following checks, submitted as proposal guarantees with low or second low bids at the April 14, 1959 bid opening:

Certified Check No. 20 in the amount of $4,800.00 from Pelican Bay Construction Services, Inc., low bidder on the North Fork Chetco River Section Project in Curry County. Not yet awarded.

Cashier's Check No. 6363 in the amount of $700.00 from John A. and Dale J. Clarambeau, low bidders on the Fords Bridge Section Project in Douglas County, Contract No. 5453. Awarded April 16, 1959.

Cashier's Check No. 19246 in the amount of $330.76 from A. J. Bean, second low bidder on the Fogarty Creek State Park Latrine Addition in Lincoln County, Contract No. 5457. Awarded April 16, 1959.

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Dorothy Cook
fp

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RECEIVED
1959
FOR FILING
OREGON DISTRICT

File

I-5-2(20)102

5453

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4-0

April 16, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5453 for Oregon Project I-5-2(20)102, Fords Bridge Section of the Pacific Highway (Median barrier), to John A. and Dale J. Clarambeau of McMinnville, Oregon, low bidder in the amount of $13,972.20 at the April 14, 1959 bid opening.

Very truly yours,
CGPolk
C. G. Polk
Division Engineer

Probert

RECEIVED
APR 21 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
R 17 1959
FOR FILING

[illegible]

5453

April 16, 1959

John A. and Dale J. Clarambeau
1705 Lafayette Avenue
McMinnville, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5453 for metal median barrier on existing concrete island and structures on the Fords Bridge Section of the Pacific Highway in Douglas County.

This award was based on your bid of $13,972.20 which was the low bid submitted to the Commission on April 14, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAR 1959
FOR FILING
OREGON DISTRICT
I 5 2(20)102
[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

March 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project I-5-2(20)102, Fords Bridge Section of the Pacific Highway, Douglas County (median barrier).

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

[illegible]

NOTED
FORREST COOPER

NOTED
S. H. PROBERT

RECEIVED
MAR 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

312-1707 Prairie City (Bridge St. & Upriver Rd.) Grad. & Pav. Proj. 1959

#5454

Sp. State Tax Street
Fund 35

RECEIVED
59
FOR [illegible]
5454

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 27, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5454	3 Final	Arthur Simonsen & Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20872	29586	$ 488.65	8/25/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **60 work days from May 1, 1959**

Time Extensions: **None of record**

Completion Date: **June 22, 1959**

Date Accepted: **July 2, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **August 28, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: AUG 28 1959
kc

NOTED ON CARD
jmc
9/3/59

RECEIVED
AUG 17 1959
FOR FILING
[illegible]
[illegible]

August 14, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5454 for grading-bit. macadam surfacing the Bridge St. & Upriver Road Section in Prairie City, Grant County, was completed by the contractor, Arthur Simonsen & Company, on June 22, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $488.66 will be released to the contractor on or after August 24, 1959. The total contract amount is $9,619.05, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JUL 24 1959
FO [illegible]

5454

July 24, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Arthur Simonsen & Co., on contract #5454 for grading-bit. macadam surfacing on Bridge Street and Upriver Road in Prairie City, Grant County.

This payment, in the amount of $2,668.35 will be released to contractor on or after August 4, 1959. The retained percentage is $500.00.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Form E-1—(Rev.)-

312-1707

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

FINAL REPORT

For Week Ending June 27, 1959

Section Prairie City (Bridge St.-Upriver Rd.)
Kind of work Grading & Oiling
Highway City St. County Grant
Section prefix 312-1707
Contractor Arthur Simonsen & Co.
Contract number 5454
Date of contract April 16, 1959
Specified work days 60
Date work started May 4, 1959
Work days used 21
Project authorization $ 11,867.94
Exclusive of engineering $ 11,024.00
Per cent of time elapsed 35 %
Estimated cost of completed project, exclusive of engineering $10,391.67
Estimated per cent overrun or underrun -5.4 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $ 843.94
Engineering cost to date $830.81, 98.4 %
Date project was completed June 22, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The final seal was layed Mon. of this week. ~~Equipment~~ Contractors equipment was moved off the project the same day.

The Semi-Final Estimate will be ~~xxxt~~ submitted to the Div. Engineer Monday.

CONSTRUCTION DIVISION
RECEIVED
JUN 29 1959
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ CE

NOTED
JOHN R. OAKES

Noted
M. H. Juve

NOTED
C. E. PAULSEN

Signed L. C. Stratton

Address Rand Building, Baker

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.20	0.20		0.20	
Miles partially completed	0.20	0.20		0.20	
Miles completed	0.20	0.20		0.20	
Total estimated quantities (contract)	400	340		23 ton	
Total quantities corrected to date	80.6	1.754		23.738 ton	
Estimated quantities moved or placed to date	80.6	1.754		23.738 ton	
Average daily quantities	0	0		3.053	
Average daily quantities necessary to complete project on time	0	0		0	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				5	
Men				4	
Supervision				1	
Men and trucks under 3 tons				2	
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., Disturbtor 1, Loader . 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair Light Rain PM		
Friday	Cloudy & Cool		
Saturday			

RECEIVED
MAY 6 - 1959
FOR FILING
5454

1

FORM S-129 5M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 5, 1959

Arthur Simonsen & Company
2755 8th Street
Baker
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5454, awarded April 16, 1959,
> for grading-bituminous macadam surfacing
> on the Bridge St. & Upriver Road Section
> in Prairie City, Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
[illegible] 1959
FOR FILING

36-1707

5454

A

April 16, 1959

Arthur Simonsen and Company
2755 - 8th Street
Baker, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5454 for grading and paving in Prairie City (Bridge Street and Upriver Road) in Grant County.

This award was based on your bid of $9,738.00 which was the low bid submitted to the Commission on April 14, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. C. Savage (SIAC)

RECEIVED
JAN 3 [illegible] 1959
FOR FILING
312-1707

5454

file R

January 27, 1959

Zelma Woods, City Recorder
City Hall
Prairie City, Oregon

Dear Madam:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Prairie City covering the Special City Allotment project on Bridge Street in Prairie City.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

Ruth O.
file

RECEIVED
JAN 29 1959
FOR FILING

Fin & Acct
Alloc
To Cities

Salem, Oregon
January 27, 1959 Sp. State Tax St. Funds #35

$250,000. Fund Agreement
City of Prairie City

Prairie City
Mr. C. O. Swenson
Engineer, City & County Relations
Office

Attention: John F. Hagemann
Ass't. County & City Relations Engr.

Attached is a conformed copy of an agreement with the city of Prairie City covering the Special City Allotment project on Bridge Street in Prairie City.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Prairie City.

Secretary

FN
Attach: 1

FORM E-30 25M 9-51 92318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1959

SUBJECT: $250,000. Fund Agreement
City of Prairie City

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Bridge Street in Prairie City. Two copies of the agreement have been signed by the City and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved October 23, 1958.

John F. Hagemann
John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Jan. 20, 1959

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-23-58 Min page 32
Lloyd Query
Secretary

DINANCE No. 229

1-12-59

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF PRAIRIE CITY, OREGON, AND THE STATE OF OREGON, ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF BRIDGE STREET FROM McCALLUM AVENUE TO EAST CITY LIMITS, A DISTANCE OF APPROXIMATELY 0.18 MILES AND DECLARING AN EMERGENCY.

[illegible]

WHEREAS the City of Prairie City, Oregon, has heretofore made an application to the State Highway Commission for assitance in repair or reconstructing under the provision or ORS 366.800 and 366.805, and,

WHEREAS the State Highway Commission has accepted such application for the improvement of Bridge Street from McCallum Avenue to east City limits, a distance of approximately 0.18 mile, and,

WHEREAS in the form of an agreement prepared by the State Highway Commission, a copy of which is marked "Exhibit A" attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $20,000 and the City of Prairie City to pay all cost in excess of $20,000, the City of Prairie City does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Prairie City, Oregon and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Bridge Street from McCallum Ave. to East City limit and his hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the spring and summer of 1959 when the weather permits, and whereas the State Highway Commission cannot award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Prairie City, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated Oct. 2, 1954.

AYES 6

Nayes 0

Submitted to and approved by the Mayor the 12th day of January, 1959

By s/ Lewis Steuber
Mayor

ATTEST:

s/ Zelma Woods
City Recorder

1

12-30-58

RECEIVED
JAN [illegible]

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
FOR FIL BRIDGE STREET (MC CALLUM AVENUE to EAST CITY LIMITS)
CITY OF PRAIRIE CITY
GRANT COUNTY

312-1717

5454

The following prospectus is submitted in regard to Bridge Street in Prairie City. The westerly terminus is at the intersection of McCallum Avenue with Bridge Street. The easterly terminus is on Bridge Street at the east city limits. The overall length of the project is 0.18 mile.

This will be a location survey for the purpose of preparing surfacing and paving plans for a section of Bridge Street in Prairie City. Reconnaissance is not necessary. Soils investigation has been made. There are no special drainage problems. An economic analysis is not needed at this time.

Plans call for surfacing and paving two 10-foot lanes, with 4-foot shoulders. The final, approved base design by G. L. Decker is:

A.C. Base and Wear	3"
3/4"-0 Level Course	2"
Coarse Crushed Base	4"
Total	9"

Adequate quantities of material are available from local sources.

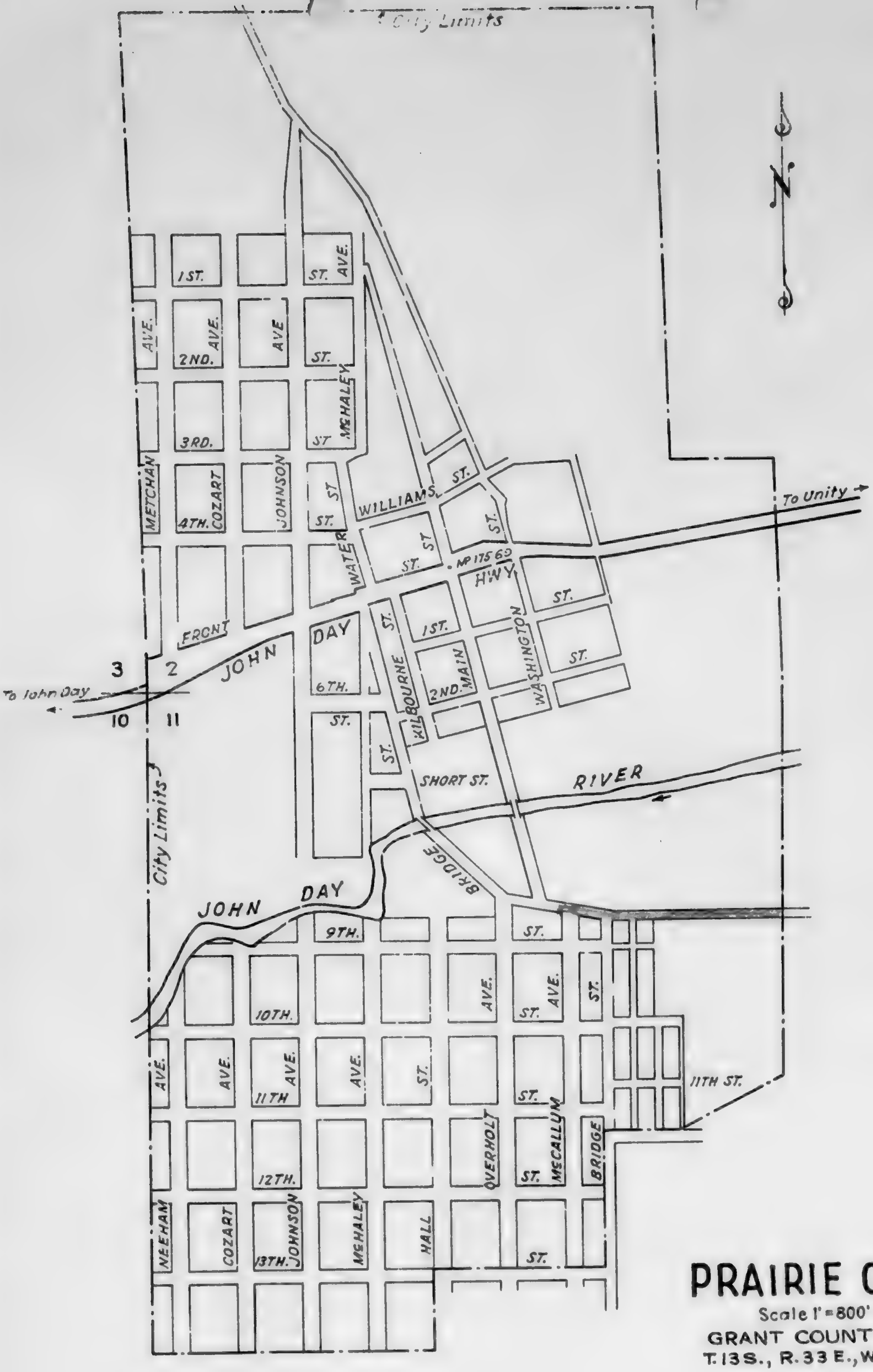
There are no State Parks affected by this project.

December 30, 1958

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson (2)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
JAN 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER



PRAIRIE CITY

Scale 1" = 800'

GRANT COUNTY

T. 13 S., R. 33 E., W. M.

Rev. 8-19-52

October 27, 1958

Mrs. Zelma Woods
City Recorder
Prairie City, Oregon

Dear Mrs. Woods:

At its October 22-23, 1958 meeting the State Highway Commission approved the City's request for a construction project on Bridge Street under the provisions of the Special City Allotment fund act.

The project was approved on the basis of the City furnishing crushed material now in stockpile. The project is to consist of the placing of required base rock, leveling course and 3" asphaltic concrete wearing surface 20' in width.

You will be contacted in the near future to work out construction details and to negotiate an agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:cg

NOTED
C. G. SWENSON

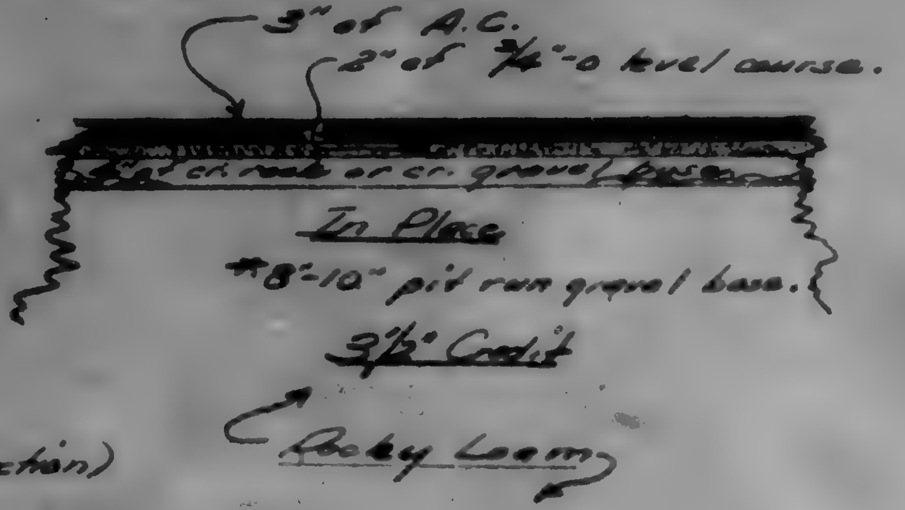
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION

PROJECT BASE DESIGN

Section *Bridge Street* *[illegible] City Limits-McCallum St.* Highway *Prairie City* County *Grant* Prefix

Res. Engr. Length of Project Miles. Sta. to Sta. Date *9-10-58*

Frost Penetration – 24" **TYPICAL SECTIONS** *Traffic Classif. – M-H (Logging Area)*



① Typical Soil
30 LL
3 PI
23 % P. 200 (35% reduction)
12 % Silt
8 % Clay
25 "R" Value

9-10-58

6" base
2" level
1½" oil mat
Gyg. 3-4-59

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			3	A.C.
			2	Lev.
		3½	4	Cr. [illegible]
12½			12½	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. ¼ Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											
* Test of existing base.	456595	2.69	Gravel	4"	43.8	8.1	18.1	— —	21	3	

Submitted by *H. L. Decker*
State Assistant
[redacted]

Recommended by *Jim Cuthbert Jr*
Construction Engineer

Recommended by *C. J. Hagemann*
Asst. Engineer of Materials

Approved by [illegible]
Deputy State Highway Engineer

cc. Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Prairie City.

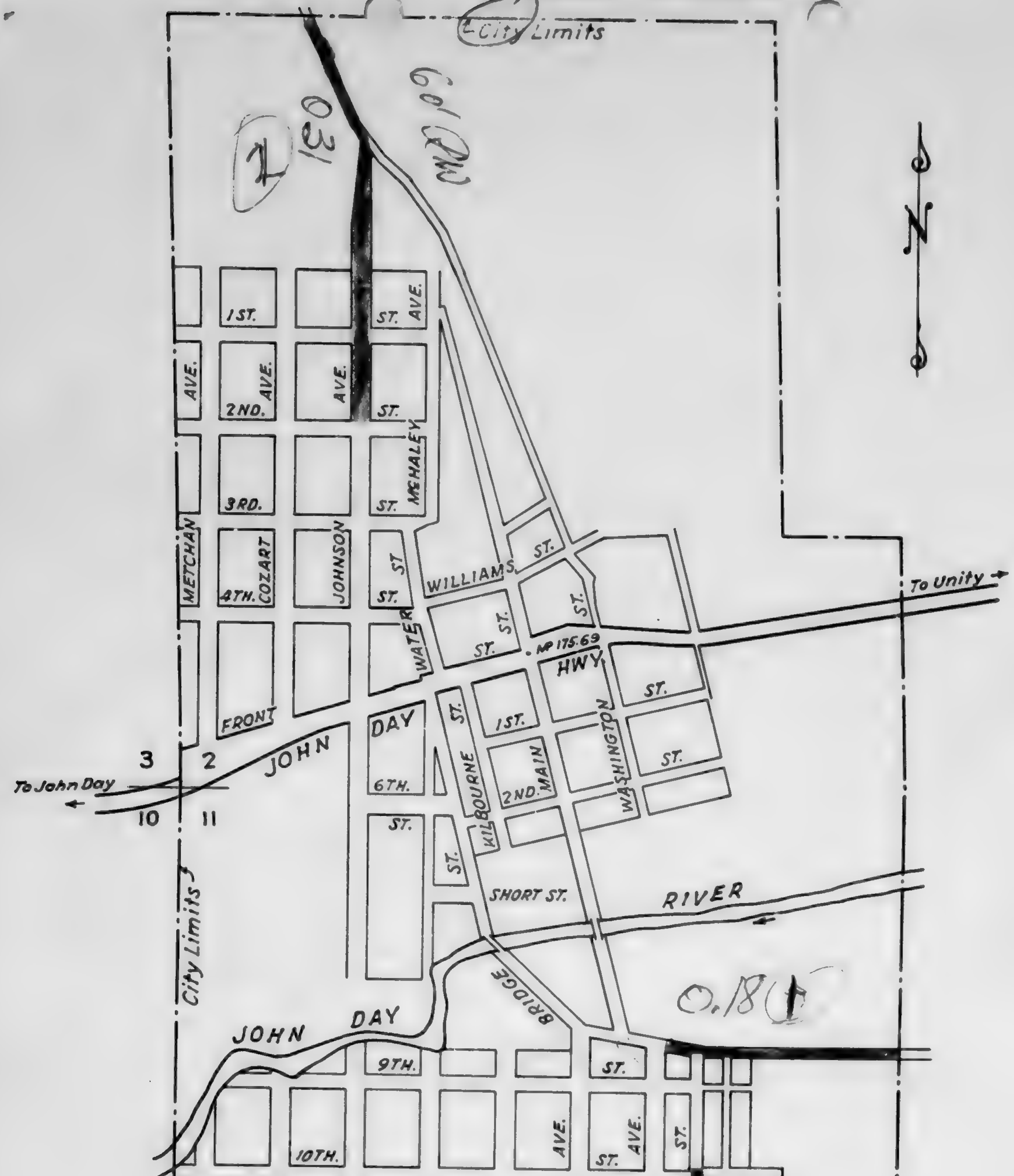
Investigated Condition & use of Bridge Street from McCallum avenue to East City limits a distance of 0.18 mile.

This street is very heavily used by heavy and unusual industrial traffic and is in poor condition.

County has recently graded and has placed some base but needs more and should be paved.

Believe we should recommend a project on Bridge Street.

Zelma Woods



PRAIRIE CITY

Scale 1"=800'
GRANT COUNTY
T.13S., R.33E., W.M.

Rev. 8-19-52

6-23-58

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Prairie City is an incorporated city of the State of Oregon, and has a population of 825, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

Form cc-50 (1953 Rev.)
Special City Allotment

Johnson Ave from 2nd St North to City Limits
Bridge St from Tenth St South to City Limits
County Road from McCallum St East to City Limits
(Upriver Road)

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Johnson Ave from 2nd St North to City Limits
Bridge Street from tenth St South to City Limits
County Road from McCallum East to City Limits (Upriver Road)

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Prairie City does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Zelma Woods, City Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 23rd day of June, 1958.

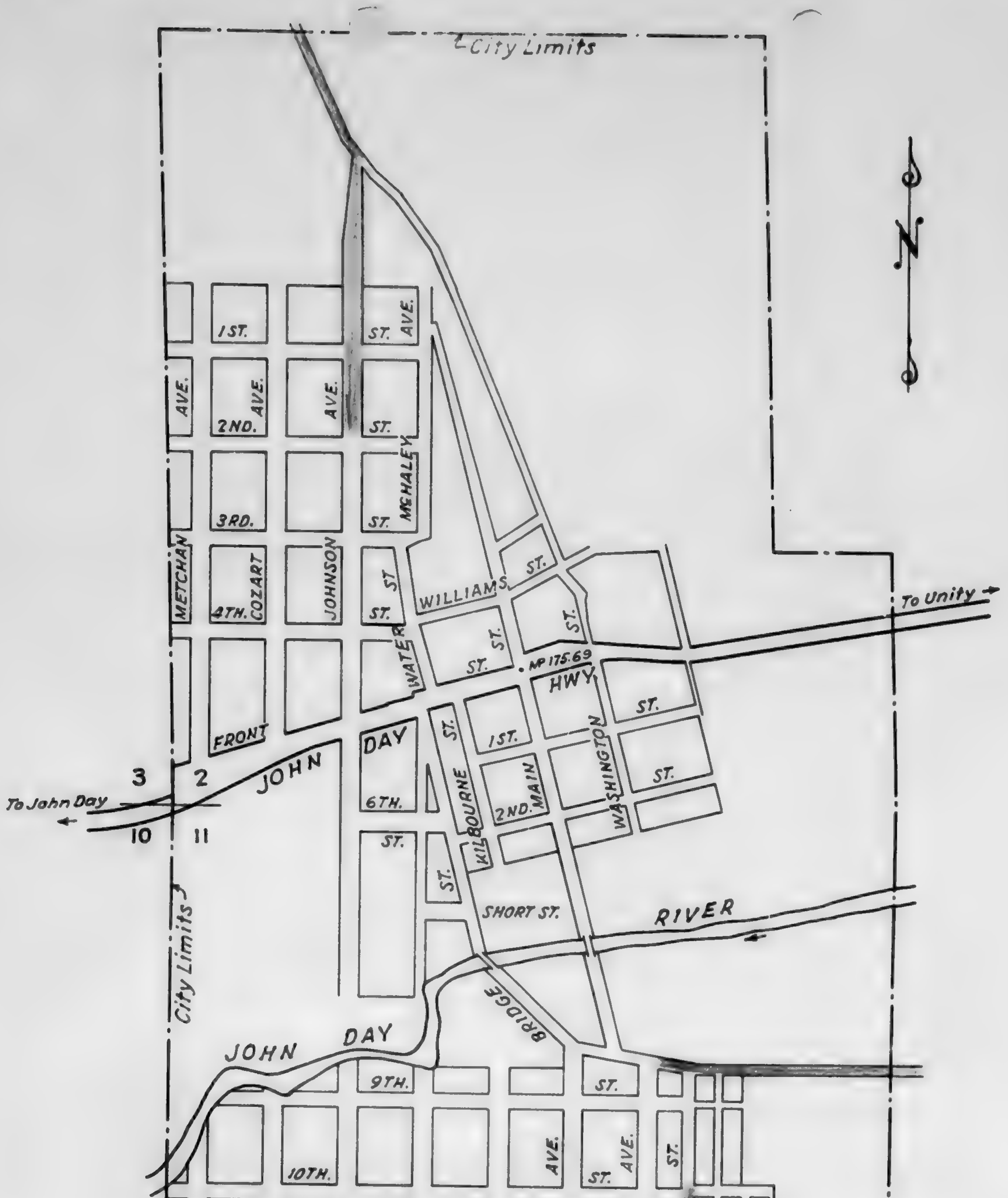
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

--------- ---------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Prairie City at a regular or special meeting of said Council, held on the 23rd day of June, 1958, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 24th day of June, 1958.

Zelma Woods
City Recorder



PRAIRIE CITY

Scale 1"=800'

GRANT COUNTY

T. 13 S., R. 33 E., W. M.

Rev. 8-19-52

14-3252 Hood River Sand Shed 1959

#5455

RECEIVED
AUG [illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 20, 1959

14-325[illegible]

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5455	3 Final	Wint Roberts and Troy Roberts	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20267	24372	$ 2,136.60	8/18/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapiaske
ACCOUNTING DIVISION

Specified completion date: 60 workdays from April 26, 1959

Time Extensions: None of record

Completion Date: July 15, 1959

Date Accepted: August 13, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: August 20, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: AUG 21 1959

NOTED ON CARD
8/21/59
gmc

RECEIVED
AUG [illegible] 1959
FOR FILING
[illegible]
5455

August 4, 1959

American Surety Company
David A. Lewis, Ass't. Manager
725 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5455 for sand shed construction in the Hood River Maintenance Yard on the Columbia River Highway in Hood River County was completed by the contractor, Wint Roberts and Troy Roberts, on July 15, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $2,136.60 will be released to the contractor after acceptance by the Commission. The total contract amount is $9,468.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

A

RECEIVED
MAY 6 - 1959
FOR FILING
14-325 2
5455

FORM E-123 5M 10-
COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 5, 1959

Wint Roberts & Troy Roberts
1209 Sherman Street
Hood River
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5455, awarded April 16, 1959, for sand shed construction in the Hood River Maintenance Yard, Columbia River Highway, Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
[illegible] 1959
FOR FILING
[illegible]
545

April 20, 1959

Mr. Gilbert Roberts
Route 4, Box 419
Hood River, Oregon

Dear Mr. Roberts:

This is in reply to your letter of April 15 concerning a low bid submitted by Wint and Troy Roberts for the Hood River sand storage shed. Wint and Troy Roberts have bid with us under several names, as mentioned in your letter, but they have always been very careful that their prequalification was in good order.

A contractor performing work for the State Highway Department has no choice as to making payments to the State Industrial Accident Commission and to the State Unemployment Compensation Commission as such payments are a part of the contract. Whether the contractor carries liability insurance depends, as far as the State is concerned, on whether such insurance is required by the terms of the contract.

We do not know, of course, what income taxes have been paid by these people, but a copy of your letter is being forwarded to the State Tax Commission and copies also are being sent to the Industrial Accident Commission and the Unemployment Compensation Commission.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ms
cc: State Tax Commission
State Industrial Accident Commission
State Unemployment Compensation Commission

NOTED
C. W. HEAD

TELEPHONE 5317

Gilbert Roberts
BUILDING CONTRACTOR

ROUTE 4, BOX 419
HOOD RIVER, OREGON

April 15th. 1959

State Highway Commission
Salem, Oregon

Dear Sir:

Iam writeing in regard to yesterdays bid opening where on the Hood River Sand Storage Shed Wint and Troy Roberts were low bidders.

This is not a family feud, because these fellows are not related to me.

Over a year ago Wint Roberts bid under the names of Roberts Adams and Roberts, then under the names of Roberts Trout and Roberts, now it is Wint and Troy Roberts, this was all correct, and they have done work.

I suggest that you check and see if they have been carrying State Industrial Insurance, or reporting on State income tax withholding, or State Unemployment Insurance, or if they carry Liability ins. Perhaps they do, and I have been misinformed.

If they do not pay the items mentioned above, all it is to me as a competitor is unfair competition. but to the employees and the State it could be more than that.

Understand Iam not makeing any accusations, but simply asking that you check these items.

I Remain
Sincerely Yours,

Gilbert Roberts

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APR 16 1959
[illegible]
[illegible]

RECEIVED
[illegible] 1959
FOR FILING

[illegible]

[illegible]

April 16, 1959

Wint Roberts and Troy Roberts
1209 Sherman Street
Hood River, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5455 for construction of the Hood River Sand Shed in Hood River County.

This award was based on your bid of $9,552.00 which was the low bid submitted to the Commission on April 14, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAR 17 1959
FOR FILING
14-3252
-
5455

Salem, Oregon
March 16, 1959

Sand Shed at Hood River

Mr. Ivan Merchant
Bridge Engineer
Building

Attached is a map showing the location for a proposed sand storage shed to be constructed at the Hood River Maintenance Station site.

Will you kindly prepare plans and contract the construction of this building at your early convenience.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Attachment

cc Mr. I. A. De France

FORM E-30 50M 6-58 12046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1959

SUBJECT: Sand Shed
HOOD RIVER

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer
Office

We have an item in the 1959 Budget ($12,000) to construct a sand storage shed of standard construction at the Hood River Maintenance Station site, for heavy snow loads and with a capacity of 1600 cu. yds., Standard Bridge Department drawing No. 12594 (60 x 84). We recommend that the foundations be placed on concrete peds due to the large rock under the existing graded area.

Attached hereto are 2 drawings showing the proposed location and elevation as suggested by Mr. L. H. Warfield and Mr. J. S. Sawyer. We concur with their recommendation and request that the Bridge Department prepare final plans for letting.

E. F. Chidsey
Assistant Maintenance Engineer

By H. W. Hughlett
H. W. Hughlett
State Bridge Superintendent

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

HWH:hl

cc: Dean Swift

20-8317 Triangle Lake-Cheshire Rock 1959
Prod. Proj. on Siuslaw Hwy.
#5456

RECEIVED
[illegible] 1959
FOR FILING

NOTED
W. C. WILLIAMS

6

September 1, 1959

Triangle Lake-Cheshire
Contract No. 5456
20-8317

FINAL COST ANALYSIS
Rock Production
Contractor: C. C. Meisel
Resident Engineer: J.C. Chapman

Siuslaw Highway
Prefix 20-8317

5456

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-1/2" Mat'l in Stockpile. Cr.	2,784.4	Cu.Yd.	3.47	3.33	9,264.19	9,661.87
1/2"-1/4" Cr.Mat'l in Stockpile	4,598.4	Cu.Yd.	3.47	3.33	15,299.70	15,956.45
1/4"-#10 Cr.Mat'l in Stockpile	2,103.4	Cu.Yd.	3.47	3.33	6,998.39	7,298.80
1/4"-0 Cr.Mat'l in Stockpile	1,041	Cu.Yd.	3.47	3.33	3,463.59	3,612.27
Haul adj.favor of Contractor	6,049	Yd.Mi.	0.12			725.88
					$ 35,025.87	$ 37,255.27

Gross Revenue	$ 37,255.27
Total Cost	35,025.87
NET PROFIT	$ 2,229.40

Net Profit equals 5.98% of the Gross Revenue

DETAIL OF COSTS - Contract No. 5456

Labor:

Supervision	$ 1,445.10	
Labor	6,521.80	
Labor Insurance	450.30	
Health and Welfare	226.64	
Travel and Transportation	59.00	
Pension	19.80	$ 8,722.64

Equipment Rental and Miscellaneous Supplies:

Equipment Rental, Owned	$ 3,662.89	
Equipment Rental, Hired	3,526.08	
Gas, Oil, and Grease	1,590.78	
Freight	31.95	
Bond	175.75	
P.L. and P.D. Insurance	167.77	
P.U.C.	174.76	
Royalty	5,263.60	
Small Tools and Misc. Supplies	394.45	
Home Office and General Overhead	261.64	
Subcontract - Hauling and Stockpiling	11,053.56	26,303.23
TOTAL COST		$ 35,025.87

Remarks - Contract No. 5456

This was a "State Project" calling for the crushing and stockpiling of 10,000 cubic yards of crushed rock for maintenance on the Triagle Lake-Cheshire Section of the Siuslaw Highway in Lane County. The contract was bid April 14, 1959 and awarded April 16th. Work started April 16th and was completed May 22, 1959.

The Contractor moved a crew of four men and equipment, which consisted of one D8 caterpillar and dozer, one compressor, and one wagon drill, into the State controlled quarry located approximately 0.6 miles north of Mile Point 53.9 on the Siuslaw Highway, and started stripping and test drilling in an area adjoining on the east side. As the Contractor felt the heavy clearing and the difficulty of stripping the State quarry too much, he moved to the private source. This also failed to produce the quantity of material needed so the Contractor moved out and set up in the Stubblefield quarry located 2.66 miles southwest of the Siuslaw-Territorial Highway Junction. This quarry had already been blasted and was sold to the Contractor for $0.50 per cubic yard.

The Contractor moved in and set up and started crushing ona two shift basis April 28th. The hauling and stockpiling was sublet to Barnes and Hanson Trucking Company at $1.05 per cubic yard. Very little time was lost to breakdowns and inclement weather, and crushing was completed May 22, 1959.

The Contractor, with good production, was able to realize a fair profit considering the extra work in the other quarry and moving.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

RECEIVED
AUG 1 - 1959

OREGON STATE HIGHWAY DEPARTMENT
(date)

20-8317

July 30, 1959

(CONTRACT NO.) 5456 (EST. NO.) (CONTRACTOR)

5456	3 Final	C. C. Meisel	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18356	5714	$1,117.19	6/29/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 90 workdays from May 1, 1959

Time Extensions: None of record

Completion Date: May 22, 1959

Date Accepted: July 2, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: July 31, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: AUG - 3 1959
Gc

NOTED ON CARD
Gc

RECEIVED

FOR FILING

30-E-17

5456

July 22, 1959

Standard Accident Insurance Company
Detroit 32
Michigan

Gentlemen:

State Highway contract #5456 for the Triangle Lake-Cheshire Rock Production Project on the Siuslaw Highway in Lane County was completed by the contractor, C. C. Meisel, on May 22, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $1,117.19 will be released to the contractor on or after August 3, 1959. The total contract amount is $37,255.27, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsiblity for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Standard Accident Insurance Company
Robert P. Dawson, Agent
620 Portland Trust Bldg.,
Portland, Oregon

RECEIVED
JUN 16 1959
FOR FILING

20317
5456

June 15, 1959

Standard Accident Insurance Company
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to G. C. Meisel on contract #5456 covering the Triangle Lake-Cheshire Rock Production Project on the Siuslaw Highway in Lane County.

This payment, in the amount of $16,994.09 will be released to contractor on or after June 25, 1959. The retained percentage is $1,117.67.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Standard Accident Insurance Company
Robert P. Dawson
620 Portland Trust Bldg.,
Portland, Oregon

RECEIVED
JUN 16 1959
FOR FILING

[illegible] 317

5456

June 15, 1959

Standard Accident Insurance Company
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. C. Meisel on contract #5456 covering the Triangle Lake-Cheshire Rock Production Project on the Siuslaw Highway in Lane County.

This payment, in the amount of $16,994.09 will be released to contractor on or after June 25, 1959. The retained percentage is $1,117.67.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Standard Accident Insurance Company
Robert P. Dawson
620 Portland Trust Bldg.,
Portland, Oregon

Form E-1—(Rev.)—10M—2-50

17

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 6, 1959

Section Triangle Lake - Cheshire
Highway Siuslaw County Lane
Contractor C. C. Meisel
Date of contract April 16, 1959
Date work started April 16, 1959
Project authorization $ 39,232.69
Exclusive of engineering $ 36,442.21

Kind of work Rock production
Section prefix 20-8317
Contract number 5456
Specified work days 90
Work days used 15
Per cent of time elapsed 25 %

Estimated cost of completed project, exclusive of engineering $ 37,255.75
Estimated per cent overrun ~~or underrun~~ 2 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $ 2,789.88
Engineering cost to date $2,715.76, 97.3 %
Date project was completed May 22, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate was completed and mailed to Division office Wednesday.

This is the final report for this project.

NOTED
JOHN R. OAKES

Noted
M. N. Juve

NOTED
C. E. PAULSEN

CONSTRUCTION DIVISION
RECEIVED
JUN 8 1959
NOTED-- CE ACE ACE DCE

Signed J C Chapman
Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			27		
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			10,050		
Total quantities corrected to date			10,526		
Estimated quantities moved or placed to date			10,526		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			no work		
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	Showers		
Friday	Showers		
Saturday			

FORM E-123 9M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAY 6 - 1959

FOR FILING
20 4317
3456

May 6, 1959

Mr. C. C. Meisel
Box 206
McMinnville
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5456, awarded April 16, 1959, for the Triangle Lake-Cheshire Rock Production Project on the Siuslaw Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
1959
FOR FILING

[illegible]

5/17

April 16, 1959

C. C. Meisel
P. O. Box 206
McMinnville, Oregon

Dear Mr. Meisel:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5456 for the Triangle Lake-Cheshire Rock Production Project on the Siuslaw Highway in Lane County.

This award was based on your bid of $34,873.50 which was the low bid submitted to the Commission on April 14, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

21-3350 Fogarty Cr. State Park 1959
Latrine Add'n.
#457

RECEIVED
DEC 11 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 9, 1959

21-3350

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5457	3 Final	~~Melvin~~ Merlin R. Stam	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
29929	118558	$ 959.16	12-9-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 50 workdays from April 26, 1959

Time Extensions: None of record

Completion Date: June 30, 1959

Date Accepted: August 13, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: December 10, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: DEC 10 1959

NOTED ON CARD
LC

RECEIVED
NOV 24 1959
FOR FILING
21-3350

5457

November 23, 1959

United Pacific Insurance Company
Fidelity & Surety Department
United Pacific Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5457 for addition to latrine in Fogarty Creek State Park on the Oregon Coast Highway in Lincoln County was completed by the contractor, Merlin R. Stam, on June 30, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $959.16 will be released to the contractor on or after December 3, 1959. The total contract amount is $6,397.36, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

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RECEIVED
MAY 22 1959
FOR FILING

21-3350

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 21, 1959

Mr. Merlin R. Stam
1974 Pierce Street
Eugene
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5457, awarded April 16, 1959, for addition to latrine in Fogarty Creek State Park on Oregon Coast Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
APR 30 1959
FOR FILING

21-3350

5457

April 20, 1959
Salem, Oregon

Mr. John Herr
Accounting

We have in the safe the following checks, submitted as proposal guarantees with low or second low bids at the April 14, 1959 bid opening:

Certified Check No. 20 in the amount of $4,800.00 from Pelican Bay Construction Services, Inc., low bidder on the North Fork Chetco River Section Project in Curry County. Not yet awarded.

Cashier's Check No. 6363 in the amount of $700.00 from John A. and Dale J. Clarambeau, low bidders on the Fords Bridge Section Project in Douglas County, Contract No. 5453. Awarded April 16, 1959.

Cashier's Check No. 19246 in the amount of $330.76 from A. J. Bean, second low bidder on the Fogarty Creek State Park Latrine Addition in Lincoln County, Contract No. 5457. Awarded April 16, 1959.

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Dorothy Cook
fp

RECEIVED
1959
FOR FILING
21350

5457

April 16, 1959

Merlin R. Stam
1974 Pierce Street
Eugene, Oregon

Dear Mr. Stam:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5457 for construction of the Fogarty Creek State Park Latrine Addition on the Oregon Coast Highway in Lincoln County.

This award was based on your bid of $6,440.00 which was the low bid submitted to the Commission on April 14, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant
C. H. Armstrong

I-5-4(32) Twin Buttes-McKenzie R. 1959
199 Sec. of reloc. Pac. Hwy.
#5458 (7 drainage structures)

RECEIVED
OCT [illegible] 1960
FOR FILING
[illegible] (32)774
5458

October 28, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5458 for construction of 7 drainage structures on the Twin Buttes-McKenzie River Section of Pacific Highway in Linn-Lane Counties was completed by the contractor, C. M. Corkum Co. Inc., on July 18, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $19,180.03 will be released to the contractor on or after November 7, 1960. The total contract amount is $272,109.73, of which amount $742.95 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Contract 5458

8-18 57

RECEIVED
AUG 13 1959

FOR FILING

Monthly Transaction No.	For 2 (9-1)	te **Oregon**
Project Report No. 7	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT**	County **Lane & Linn**
		Project No. **I-5-4(32)199**

5458

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Twin Buttes to McKenzie River

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**3-27-59**	**0.08**
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ **639,624**	$ **590,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
Deputy **State Highway Engineer**
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~BY~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **August 13, 1959**

August 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Department
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Twin Buttes-McKenzie River Section, Project I-5-4(32)199.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

July 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Twin Buttes-McKenzie River Section (Structures), Project No. I-5-4(32)199.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid
Project No. I-5-4(32)199

TWIN BUTTES-McKENZIE RIVER SECTION (STRUCTURES)
OF THE PACIFIC HIGHWAY IN LINN AND LANE COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 24, 1959

Type Code X021
Muddy Creek Bridge #8171 (Sta. 173+97 to Sta. 175+23)(Contract No. 5458)

Furnish Concrete Piling	1,280 lin. ft.	$ 3.95	$ 5,056.00
Drive Concrete Piles	64 only	68.00	4,352.00
Splice Piles	20 only	50.00	1,000.00
Class "A" Concrete [535 cu. yds. at $57.94(+)]	All Required		31,000.00
Metal Reinforcement [167,000 lbs. at $0.11(+)]	All Required		18,547.00
			$59,955.00

Type Code X020
Little Muddy Creek Bridge #8245 (Sta. 2285+22.5 to Sta. 2285+97.5)(Cont. No. 5458)

Furnish Concrete Piling	1,680 lin. ft.	$ 3.95	$ 6,636.00
Drive Concrete Piles	56 only	68.00	3,808.00
Splice Piles	20 only	50.00	1,000.00
Class "A" Concrete [354 cu. yds. at $57.06(+)]	All Required		20,200.00
Metal Reinforcement [87,000 lbs. at $0.11(+)]	All Required		9,642.00
			$41,286.00

Type Code X021
Little Muddy Creek Bridge #8246 (Sta. 2313+04.5 to Sta. 2314+45.5)(Cont. No. 5458)

Structural Excavation	200 cu. yds.	$ 7.00	$ 1,400.00
Furnish Concrete Piling	600 lin. ft.	3.95	2,370.00
Drive Concrete Piles	24 only	68.00	1,632.00
Splice Piles	8 only	50.00	400.00
Class "A" Concrete [680 cu. yds. at $56.47(+)]	All Required		38,400.00
Metal Reinforcement [184,400 lbs. at $0.13(-)]	All Required		23,820.00
8-inch Metal Drain Pipe	50 lin. ft.	4.00	200.00
			$68,222.00

Type Code X050
Little Muddy Creek Bridge #8249 (Frontage Road)(Sta. 2303+79.12)(Contract No. 5458)

Structural Excavation	300 cu. yds.	$ 7.00	$ 2,100.00
Furnish Concrete Piling	180 lin. ft.	3.95	711.00
Drive Piles	8 only	68.00	544.00
Splice Piles	2 only	50.00	100.00
Class "A" Concrete [330 cu. yds. at $58.78(+)]	All Required		19,400.00
Metal Reinforcement [73,700 lbs. at $0.141(+)]	All Required		10,410.00
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$33,505.00

Type Code X030
Creek Crossing Bridge #8251 (Sta. 2580+15.5 to Sta. 2580+90.5)(Contract No. 5458)

Furnish Concrete Piling	1,540 lin. ft.	$ 3.95	$ 6,083.00
Drive Concrete Piles	56 only	68.00	3,808.00
Splice Piles	20 only	50.00	1,000.00
Class "A" Concrete [347 cu. yds. at $57.92(+)]	All Required		20,100.00
Metal Reinforcement [85,000 lbs. at $0.11(+)]	All Required		9,420.00
			$40,411.00

Type Code X050
Channel Change Bridge #8465 (Frontage Road)(Sta. 2324+93)(Contract No. 5458)

Structural Excavation	150 cu. yds.	$ 7.00	$ 1,050.00
Furnish Treated Timber Piling	640 lin. ft.	1.30	832.00
Drive Timber Piles	32 only	68.00	2,176.00
Class "A" Concrete [137 cu. yds. at $56.93(+)]	All Required		7,800.00
Metal Reinforcement [32,000 lbs. at $0.115(+)]	All Required		3,680.00
			$15,538.00

Type Code Y050
[illegible] Creek Bridge #[illegible] (Frontage Road)(Sta. 2337+75)(Contract No. [illegible])

Structural Excavation	150 cu. yds.	$ 7.00	$ 1,050.00
Furnish Treated Timber Piling	640 lin. ft.	1.30	832.00
Drive Timber Piles	32 only	68.00	2,176.00
Class "A" Concrete [137 cu. yds. at $56.93(+)]	All Required		7,800.00
Metal Reinforcement [32,000 lbs. at $0.115(+)]	All Required		3,680.00
			$15,538.00

ALTERNATE "B"

Type Code X781
Diamond Hill Road U'xing (Bridge #[illegible])(Sta. [illegible]+79.12)(Contract No. 5517)

Structural Excavation	330 cu. yds.	$3.00	$ 990.00
Furnish Steel Piling Shells	490 lin. ft.	3.65	1,788.50
Drive Steel Pile Shells	14 only	60.00	840.00
Class "A" Concrete (345 cu. yds. at $60.00)	All Required		20,700.00
Metal Reinforcement (62,300 lbs. at $0.12)	All Required		7,476.00
Concrete Slab Riprap	240 sq. yds.	7.00	1,680.00
43-Foot Prestressed Beams *	8 only	681.00	5,448.00
76.5-Foot Prestressed Beams **	10 only	1,138.00	11,380.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$51,182.50

* 43-Foot Prestressed Beam Quantity

Class "AA" Concrete	6.06 cu. yds.
Metal Reinforcement	640.4 lbs.
Prestressed Steel	567.3 lbs.

** 76.5-Foot Beam Quantity

Class "AA" Concrete	12.05 cu. yds.
Metal Reinforcement	1,254.6 lbs.
Prestressed Steel	1,130.1 lbs.

Type Code X781
[illegible] Road U'xing (Bridge #[illegible])(Sta. [illegible]+24.61)(Contract No. 5517)

Structural Excavation	210 cu. yds.	$3.00	$ 630.00
Furnish Steel Piling Shells	480 lin. ft.	3.65	1,752.00
Drive Steel Pile Shells	12 only	60.00	720.00
Furnish Treated Timber Piling	1,120 lin. ft.	1.20	1,344.00
Drive Timber Piles	56 only	30.00	1,680.00

Class "A" Concrete (320 cu. yds. at $60.00)	All Required		$19,200.00
Metal Reinforcement (56,300 lbs. at $0.12)	All Required		6,756.00
Concrete Slab Riprap	220 sq. yds.	$7.00	1,540.00
43-Foot Prestressed Beams *	8 only	681.00	5,448.00
76.5-Foot Prestressed Beams **	10 only	1,138.00	11,380.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$51,330.00

* 43-Foot Prestressed Beams Quantity

Class "AA" Concrete	6.06 cu. yds.
Metal Reinforcement	640.4 lbs.
Prestressed Steel	587.3 lbs.

** 76.5-Foot Prestressed Beams Quantity

Class "AA" Concrete	12.05 cu. yds.
Metal Reinforcement	1,254.60 lbs.
Prestressed Steel	1,130.1 lbs.

Type Code X781

Soloman Road O'xing (Bridge #8167) (Sta. 19+61.52) (Contract No. 5517)

Structural Excavation	210 cu. yds.	$3.00	$ 630.00
Furnish Steel Piling Shells	480 lin. ft.	3.65	1,752.00
Drive Steel Pile Shells	12 only	60.00	720.00
Furnish Treated Timber Piling	1,120 lin. ft.	1.20	1,344.00
Drive Timber Piles	56 only	30.00	1,680.00
Class "A" Concrete (324 cu. yds. at $60.00)	All Required		19,440.00
Metal Reinforcement (56,300 lbs. at $0.12)	All Required		6,756.00
Concrete Slab Riprap	220 cu. yds.	7.00	1,540.00
43-Foot Prestressed Beams *	8 only	681.00	5,448.00
76.5-Foot Prestressed Beams **	10 only	1,138.00	11,380.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$51,570.00

* 43-Foot Prestressed Beam Quantity

Class "AA" Concrete	6.06 cu. yds.
Metal Reinforcement	640.4 lbs.
Prestressed Steel	587.3 lbs.

** 76.5-Foot Prestressed Beam Quantity

Class "AA" Concrete	12.05 cu. yds.
Metal Reinforcement	1,254.6 lbs.
Prestressed Steel	1,130.1 lbs.

Type Code A781
[illegible] Road U'xing (Bridge #8170)(Sta. 133+40.74)(Contract No. 5517)

Structural Excavation	330 cu. yds.	$3.00	$ 990.00
Furnish Steel Piling Shells	420 lin. ft.	3.65	1,533.00
Drive Steel Pile Shells	12 only	60.00	720.00
Class "A" Concrete (322 cu. yds. at $60.00)	All Required		19,320.00
Metal Reinforcement (56,300 lbs. at $0.12)	All Required		6,756.00
Concrete Slab Riprap	220 sq. yds.	7.00	1,540.00
43-Foot Prestressed Beams *	8 only	681.00	5,448.00
76.5-Foot Prestressed Beams **	10 only	1,138.00	11,380.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$48,567.00

* 43-Foot Prestressed Beam Quantity

Class "AA" Concrete	6.36 cu. yds.
Metal Reinforcement	640.4 lbs.
Prestressed Steel	587.3 lbs.

** 76.5-Foot Prestressed Beam Quantity

Class "AA" Concrete	12.05 cu. yds.
Metal Reinforcement	1,254.6 lbs.
Prestressed Steel	1,130.1 lbs.

Type Code A781
Coburg Road U'xing (Bridge #8172)(Sta. 346+17.35)(Contract No. 5518)

Structural Excavation	330 cu. yds.	$3.00	$ 990.00
Furnish Steel Piling Shells	490 lin. ft.	3.65	1,788.50
Drive Steel Pile Shells	14 only	60.00	840.00
Class "A" Concrete (395 cu. yds. at $60.00)	All Required		23,820.00
Metal Reinforcement (68,500 lbs. at $0.12)	All Required		8,232.00
Concrete Slab Riprap	265 cu. yds.	7.00	1,855.00
43-Foot Prestressed Beams *	8 only	681.00	5,448.00
76.5-Foot Prestressed Beams **	12 only	1,138.00	13,656.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$57,509.50

* 43-Foot Prestressed Beam Quantity

Class "AA" Concrete	6.36 cu. yds.
Metal Reinforcement	640.4 lbs.
Prestressed Steel	587.3 lbs.

** 76.5-Foot Prestressed Beam Quantity

Class "AA" Concrete	12.05 cu. yds.
Metal Reinforcement	1,254.6 lbs.
Prestressed Steel	1,130.1 lbs.

Type Code A701
Ramp Service Road U'xing (Bridge 1173)(Sta. 286+10.44)(Contract No. 3517)

Structural Excavation	185 cu. yds.	3.00	$ 555.00
Furnish Steel Piling Shells	540 lin. ft.	3.65	1,971.00
Drive Steel Pile Shells	12 only	80.00	960.00
Furnish Treated Timber Piling	1,330 lin. ft.	1.20	1,596.00
Drive Timber Piles	50 only	40.00	2,000.00
Class "A" Concrete (290 cu. yds. at $60.00)	All Required		17,400.00
Metal Reinforcement (47,600 lbs. at $0.12)	All Required		5,688.00
Concrete Slab Riprap	180 sq. yds.	7.00	1,260.00
43-Foot Prestressed Beams *	8 only	681.00	5,448.00
76.5-Foot Prestressed Beams **	8 only	1,138.00	9,104.00
8-inch Metal Drain Pipe	220 lin. ft.		880.00
			$ 46,862.00

* 43-Foot Prestressed Beam Quantity

Class "AA" Concrete	6.06 cu. yds.
Metal Reinforcement	640.4 lbs.
Prestressed Steel	587.3 lbs.

** 76.5-Foot Prestressed Beam Quantity

Class "AA" Concrete	12.05 cu. yds.
Metal Reinforcement	1,256.60 lbs.
Prestressed Steel	1,130.1 lbs.

Alternate "B" Subtotal	$370,021.00
(Using Alternate "B") Subtotal	$581,476.00
10% Engr. & Cont.	58,147.60
Total	$639,623.60

Length of 13 Structures - - - - 0.379 Mile

Federal Funds -	$590,000.00
State Funds -	49,623.60
	$639,623.60

State Funds For Const: Chap. 175, Laws 1917; Chap. 31, Laws 1940;
Chap. 529, Laws 1939.

State Funds For Maint: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-4(32)199

TWIN BUTTES-McKENZIE RIVER SECTION (STRUCTURES)

OF THE PACIFIC HIGHWAY IN LINN AND LANE COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 20, 1959

Type Code X021
Muddy Creek Bridge #8171 (Sta. 173+97 to Sta. 175+23)

Furnish Concrete Piling	1,600 lin. ft.	$ 4.50	$ 7,200.00
Drive Concrete Piles	64 only	75.00	4,800.00
Splice Piles	20 only	50.00	1,000.00
Class "A" Concrete	All Required		37,450.00
Metal Reinforcement	All Required		22,545.00
			$72,995.00

Type Code X020
Little Muddy Creek Bridge #8245 (Sta. 2285+22.5 to Sta. 2285+97.5)

Furnish Concrete Piling	1,400 lin. ft.	$ 4.50	$ 6,300.00
Drive Concrete Piles	56 only	75.00	4,200.00
Splice Piles	20 only	50.00	1,000.00
Class "A" Concrete	All Required		24,780.00
Metal Reinforcement	All Required		11,745.00
			$48,025.00

Type Code X021
Little Muddy Creek Bridge #8246 (Sta. 2313+04.5 to Sta. 2314+45.5)

Structural Excavation	200 cu. yds.	$ 6.00	$ 1,200.00
Furnish Concrete Piling	600 lin. ft.	4.50	2,700.00
Drive Concrete Piles	24 only	75.00	1,800.00
Splice Piles	8 only	50.00	400.00
Class "A" Concrete	All Required		47,600.00
Metal Reinforcement	All Required		24,840.00
8-inch Metal Drain Pipe	50 lin. ft.	4.00	200.00
			$78,740.00

Type Code X021
Little Muddy Creek Bridge #8249 (Frontage Road)(Sta. 2383+79.19)

Structural Excavation	300 cu. yds.	$ 6.00	$ 1,800.00
Furnish Concrete Piling	300 lin. ft.	4.50	1,350.00
Drive Piles	8 only	80.00	640.00
Splice Piles	2 only	50.00	100.00
Class "A" Concrete	All Required		23,100.00
Metal Reinforcement	All Required		9,949.50
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$37,179.50

Type Code X020
Creek Crossing Bridge #8251 (Sta. 2580+15.5 to Sta. 2580+90.5)

Furnish Concrete Piling	1,680 lin. ft.	$ 4.50	$ 7,560.00
Drive Concrete Piles	56 only	75.00	4,200.00
Splice Piles	20 only	50.00	1,000.00
Class "A" Concrete	All Required		24,290.00
Metal Reinforcement	All Required		11,475.00
			$48,525.00

Type Code X021
Channel Change Bridge #8465 (Frontage Road)(Sta. 2324+93)

Structural Excavation	150 cu. yds.	$ 6.00	$ 900.00
Furnish Treated Timber Piling	640 lin. ft.	1.50	960.00
Drive Timber Piles	32 only	60.00	1,920.00
Class "A" Concrete	All Required		9,590.00
Metal Reinforcement	All Required		4,480.00
			$17,850.00

Type Code X021
Muddy Creek Bridge #8466 (Frontage Road)(Sta. 2337+75)

Structural Excavation	150 cu. yds.	$ 6.00	$ 900.00
Furnish Treated Timber Piling	640 lin. ft.	1.50	960.00
Drive Timber Piles	32 only	60.00	1,920.00
Class "A" Concrete	All Required		9,590.00
Metal Reinforcement	All Required		4,480.00
			$17,850.00
	Subtotal		$321,164.50
	10% Engr. & Cont.		32,116.45
	Total		$353,280.95

Length of 7 Structures - - 0.079 Mile

Federal Funds -	$ 326,000.00
State Funds -	27,280.95
	$353,280.95

Oregon State Highway Department

Federal Aid
Project No. I-5-4(32)199

TWIN BUTTES-McKENZIE RIVER SECTION (STRUCTURES)

OF THE PACIFIC HIGHWAY IN LINN AND LANE COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 25, 1959

Type Code X021
Muddy Creek Bridge #8171 (Sta. 173+97 to Sta. 175+23)

Furnish Concrete Piling	1,280 lin. ft.	$4.50	$ 5,760.00
Drive Concrete Piles	64 only	75.00	4,800.00
Splice Piles	20 only	50.00	1,000.00
Class "A" Concrete	All Required		37,450.00
Metal Reinforcement	All Required		22,545.00
			$ 71,555.00

Type Code X020
Little Muddy Creek Bridge #8245 (Sta. 2285+22.5 to Sta. 2285+97.5)

Furnish Concrete Piling	1,680 lin. ft.	$4.50	$ 7,560.00
Drive Concrete Piles	56 only	75.00	4,200.00
Splice Piles	20 only	50.00	1,000.00
Class "A" Concrete	All Required		24,780.00
Metal Reinforcement	All Required		11,745.00
			$ 49,285.00

Type Code X021
Little Muddy Creek Bridge #8246 (Sta. 2313+04.5 to Sta. 2314+45.5)

Structural Excavation	200 cu. yds.	$6.00	$ 1,200.00
Furnish Concrete Piling	600 lin. ft.	4.50	2,700.00
Drive Concrete Piles	24 only	75.00	1,800.00
Splice Piles	8 only	50.00	400.00
Class "A" Concrete	All Required		47,600.00
Metal Reinforcement	All Required		24,840.00
8-inch Metal Drain Pipe	50 lin. ft.	4.00	200.00
			$ 78,740.00

Type Code X021
Little Muddy Cr. Bridge #8249 (Frontage Road)(Sta. 2383+79.19)

Structural Excavation	300 cu. yds.	$6.00	$ 1,800.00
Furnish Concrete Piling	180 lin. ft.	4.50	810.00
Drive Piles	8 only	80.00	640.00
Splice Piles	2 only	50.00	100.00
Class "A" Concrete	All Required		23,100.00
Metal Reinforcement	All Required		9,949.50
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$ 36,639.50

Type Code X020
Creek Crossing Bridge #8251 (Sta. 2580+15.5 to Sta. 2580+90.5)

Furnish Concrete Piling	1,540 lin. ft.	$4.50	$ 6,930.00
Drive Concrete Piles	56 only	75.00	4,200.00
Splice Piles	20 only	50.00	1,000.00
Class "A" Concrete	All Required		24,290.00
Metal Reinforcement	All Required		11,475.00
			$ 47,895.00

Type Code X021
Channel Change Bridge #8465 (Frontage Road)(Sta. 2324+93)

Structural Excavation	150 cu. yds.	$6.00	$ 900.00
Furnish Treated Timber Piling	640 lin. ft.	1.50	960.00
Drive Timber Piles	32 only	60.00	1,920.00
Class "A" Concrete	All Required		9,590.00
Metal Reinforcement	All Required		4,480.00
			$ 17,850.00

Type Code X021
Muddy Creek Bridge #8466 (Frontage Road)(Sta. 2337+75)

Structural Excavation	150 cu. yds.	$6.00	$ 900.00
Furnish Treated Timber Piling	640 lin. ft.	1.50	960.00
Drive Timber Piles	32 only	60.00	1,920.00
Class "A" Concrete	All Required		9,590.00
Metal Reinforcement	All Required		4,480.00
			$ 17,850.00

Subtotal	$319,814.50
10% Engr. & Cont.	31,981.45
Total	$351,795.95

Length of 7 Structures - - - - 0.079 Mile

Federal Funds -	$324,000.00
State Funds -	27,795.95
	$351,795.95

Oregon State Highway Department

Federal Aid
Project No. I-5-4(32)199

TWIN BUTTES-McKENZIE RIVER SECTION (STRUCTURES)

OF THE PACIFIC HIGHWAY IN LINN AND LANE COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 9, 1959

Type Code X021
Muddy Creek Bridge #8171 (Sta. 173+97 to Sta. 175+23)(Contract No. 5458)

Furnish Concrete Piling	1,280	lin. ft.	$3.95	$5,056.00
Drive Concrete Piles	64	only	68.00	4,352.00
Splice Piles	20	only	50.00	1,000.00
Class "A" Concrete	All	Required		31,000.00
Metal Reinforcement	All	Required		18,547.00
				$59,955.00

Type Code X020
Little Muddy Creek Bridge #8245 (Sta. 2285+22.5 to Sta. 2285+97.5)(Contract No. 5458)

Furnish Concrete Piling	1,680	lin. ft.	$3.95	$6,636.00
Drive Concrete Piles	56	only	68.00	3,808.00
Splice Piles	20	only	50.00	1,000.00
Class "A" Concrete	All	Required		20,200.00
Metal Reinforcement	All	Required		9,642.00
				$41,286.00

Type Code X021
Little Muddy Creek Bridge #8246 (Sta. 2313+04.5 to Sta. 2314+45.5)(Contract No. 5458)

Structural Excavation	200	cu. yds.	$7.00	$1,400.00
Furnish Concrete Piling	600	lin. ft.	3.95	2,370.00
Drive Concrete Piles	24	only	68.00	1,632.00
Splice Piles	8	only	50.00	400.00
Class "A" Concrete	All	Required		38,400.00
Metal Reinforcement	All	Required		23,820.00
8-inch Metal Drain Pipe	50	lin. ft.	4.00	200.00
				$68,222.00

Type Code ~~X021~~ Y050
Little Muddy Creek Bridge #8249 (Frontage Road)(Sta. 2383+79.19)(Contract No. 5458)

Structural Excavation	300 cu. yds.	$7.00	$2,100.00
Furnish Concrete Piling	180 lin. ft.	3.95	711.00
Drive Piles	8 only	68.00	544.00
Splice Piles	2 only	50.00	100.00
Class "A" Concrete	All Required		19,400.00
Metal Reinforcement	All Required		10,410.00
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$33,505.00

Type Code X020
Creek Crossing Bridge #8251 (Sta. 2580+15.5 to Sta. 2580+90.5)(Contract No. 5458)

Furnish Concrete Piling	1,540 lin. ft.	$3.95	$6,083.00
Drive Concrete Piles	56 only	68.00	3,808.00
Splice Piles	20 only	50.00	1,000.00
Class "A" Concrete	All Required		20,100.00
Metal Reinforcement	All Required		9,420.00
			$40,411.00

Type Code ~~X021~~ Y050
Channel Change Bridge #8465 (Frontage Road)(Sta. 2324+93)(Contract No. 5458)

Structural Excavation	150 cu. yds.	$7.00	$1,050.00
Furnish Treated Timber Piling	640 lin. ft.	1.30	832.00
Drive Timber Piles	32 only	68.00	2,176.00
Class "A" Concrete	All Required		7,800.00
Metal Reinforcement	All Required		3,680.00
			$15,538.00

Type Code ~~X021~~ Y050
Muddy Creek Bridge #8466 (Frontage Road)(Sta. 2337+75)(Contract No. 5458)

Structural Excavation	150 cu. yds.	$7.00	$1,050.00
Furnish Treated Timber Piling	640 lin. ft.	1.30	832.00
Drive Timber Piles	32 only	68.00	2,176.00
Class "A" Concrete	All Required		7,800.00
Metal Reinforcement	All Required		3,680.00
			$15,538.00

ALTERNATE "A"

Type Code X721
Diamond Hill Road U'xing (Bridge #8248)(Sta. 2383+79.19)

Structural Excavation	330	cu. yds.	$5.00	$1,650.00
Furnish Steel Piling Shells	420	lin. ft.	4.00	1,680.00
Drive Steel Pile Shells	12	only	60.00	720.00
Class "A" Concrete (516 cu. yds. at $65.00)	All	Required		33,540.00
Metal Reinforcement (140,300 lbs at 13 cents)	All	Required		18,239.00
Concrete Slab Riprap	240	sq. yds.	7.00	1,680.00
8-inch Metal Drain Pipe	220	lin. ft.	4.00	880.00
				$58,389.00

Type Code X721
Priceboro Road U'xing (Bridge #8250)(Sta. 2489+94.61)

Structural Excavation	200	cu. yds.	$5.00	$1,000.00
Furnish Steel Piling Shells	400	lin. ft.	4.00	1,600.00
Drive Steel Pile Shells	10	only	60.00	600.00
Furnish Treated Timber Piling	1,160	lin. ft.	1.25	1,450.00
Drive Timber Piles	58	only	50.00	2,900.00
Class "A" Concrete (483 cu. yds. at $65.00)	All	Required		31,395.00
Metal Reinforcement (129,300 lbs. at 13 cents)	All	Required		16,809.00
Concrete Slab Riprap	220	sq. yds.	7.00	1,540.00
8-inch Metal Drain Pipe	220	lin. ft.	4.00	880.00
				$58,174.00

Type Code X721
Coleman Road U'xing (Bridge #8167)(Sta. 19+61.52)

Structural Excavation	200	cu. yds.	$5.00	$1,000.00
Furnish Steel Piling Shells	400	lin. ft.	4.00	1,600.00
Drive Steel Pile Shells	10	only	60.00	600.00
Furnish Treated Timber Piling	1,160	lin. ft.	1.25	1,450.00
Drive Timber Piles	58	only	50.00	2,900.00
Class "A" Concrete (485 cu. yds. at $65.00)	All	Required		31,525.00
Metal Reinforcement (129,900 lbs. at 13 cents)	All	Required		16,887.00
Concrete Slab Riprap	220	sq. yds.	7.00	1,540.00
8-inch Metal Drain Pipe	220	lin. ft.	4.00	880.00
				$58,382.00

Type Code X721
Swango Road U'xing (Bridge #8170)(Sta. 133+40.74)

Structural Excavation	330	cu. yds.	$5.00	$1,650.00
Furnish Steel Piling Shells	350	lin. ft.	4.00	1,400.00
Drive Steel Pile Shells	10	only	60.00	600.00
Class "A" Concrete (483 cu. yds. at $65.00)	All	Required		31,395.00

Metal Reinforcement (132,300 lbs. at 13 cents)	All Required		$17,199.00
Concrete Slab Riprap	220 sq. yds.	$7.00	1,540.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$54,664.00

Type Code X721
Coburg Road U'xing (Bridge #8172)(Sta. 246+17.35)

Structural Excavation	350 cu. yds.	$5.00	$1,750.00
Furnish Steel Piling Shells	490 lin. ft.	4.00	1,960.00
Drive Steel Pile Shells	14 only	60.00	840.00
Class "A" Concrete (606 cu. yds. at $65.00)	All Required		39,390.00
Metal Reinforcement (154,400 lbs. at 13 cents)	All Required		20,072.00
Concrete Slab Riprap	265 sq. yds.	7.00	1,855.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$66,747.00

Type Code X721
Reed Service Road U'xing (Bridge #8173)(Sta. 286+10.44)

Structural Excavation	190 cu. yds.	$5.00	$ 950.00
Furnish Steel Piling Shells	450 lin. ft.	4.00	1,800.00
Drive Steel Pile Shells	10 only	60.00	600.00
Furnish Treated Timber Piling	1,540 lin. ft.	1.25	1,925.00
Drive Timber Piles	58 only	50.00	2,900.00
Class "A" Concrete (447 cu. yds. at $65.00)	All Required		29,055.00
Metal Reinforcement (118,600 lbs. at 13 cents)	All Required		15,418.00
Concrete Slab Riprap	180 sq. yds.	7.00	1,260.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$54,788.00
	Alternate "A" Subtotal		$351,144.00

ALTERNATE "B"

Type Code X781
Diamond Hill Road U'xing (Bridge #8248)(Sta. 2383+79.19)

Structural Excavation	330 ~~300~~ cu. yds.	$5.00	$1,650.00
Furnish Steel Piling Shells	490 lin. ft.	4.00	1,960.00
Drive Steel Pile Shells	14 only	60.00	840.00
Class "A" Concrete (345 cu. yds. at $65.00)	All Required		22,425.00
Metal Reinforcement (80,000 lbs at $0.135)	All Required		10,800.00
Concrete Slab Riprap	240 sq. yds.	7.00	1,680.00
43-foot Prestressed Beams	8 only	860.00	6,880.00
76.5-foot Prestressed Beams	10 only	1,683.00	16,830.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$63,945.00

Type Code X781
Priceboro Road U'xing (Bridge #8250)(Sta. 2489+94.61)

Structural Excavation	210 cu. yds.	$5.00	$1,050.00
Furnish Steel Piling Shells	480 lin. ft.	4.00	1,920.00
Drive Steel Pile Shells	12 only	60.00	720.00
Furnish Treated Timber Piling	1,120 lin. ft.	1.25	1,400.00
Drive Timber Piles	56 only	50.00	2,800.00
Class "A" Concrete (320 cu. yds at $65.00)	All Required		20,800.00
Metal Reinforcement (74,000 lbs. at $0.135)	All Required		9,990.00
Concrete Slab Riprap	220 sq. yds.	7.00	1,540.00
43-foot Prestressed Beams	8 only	860.00	6,880.00
76.5-foot Prestressed Beams	10 only	1,683.00	16,830.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$64,810.00

Type Code X781
Coleman Road U'xing (Bridge #8167)(Sta. 19+61.52)

Structural Excavation	210 cu. yds.	$5.00	$1,050.00
Furnish Steel Piling Shells	480 lin. ft.	4.00	1,920.00
Drive Steel Pile Shells	12 only	60.00	720.00
Furnish Treated Timber Piling	1,120 lin. ft.	1.25	1,400.00
Drive Timber Piles	56 only	50.00	2,800.00
Class "A" Concrete (324 cu. yds. at $65.00)	All Required		21,060.00
Metal Reinforcement (74,000 lbs. at $0.135)	All Required		9,990.00
Concrete Slab Riprap	220 cu. yds.	7.00	1,540.00
43-foot Prestressed Beams	8 only	860.00	6,880.00
76.5-foot Prestressed Beams	10 only	1,683.00	16,830.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$65,070.00

Type Code X781
Swango Road U'xing (Bridge #8170)(Sta. 133+40.74)

Structural Excavation	330 cu. yds.	$5.00	$1,650.00
Furnish Steel Piling Shells	420 lin. ft.	4.00	1,680.00
Drive Steel Pile Shells	12 only	60.00	720.00
Class "A" Concrete (322 cu. yds. at $65.00)	All Required		20,930.00
Metal Reinforcement (74,000 lbs. at $0.135)	All Required		9,990.00
Concrete Slab Riprap	220 sq. yds.	7.00	1,540.00
43-foot Prestressed Beams	8 only	860.00	6,880.00
76.5-foot Prestressed Beams	10 only	1,683.00	16,830.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$61,100.00

Type Code X781
Coburg Road U'xing (Bridge #8172)(Sta. 246+17.35)

Structural Excavation	330 cu. yds.	$5.00	$1,650.00
Furnish Steel Piling Shells	490 lin. ft.	4.00	1,960.00

Drive Steel Pile Shells	14 only	$60.00	$ 840.00
Class "A" Concrete (395 cu. yds. at $65.00)	All Required		25,675.00
Metal Reinforcement (88,500 lbs. at $0.135)	All Required		11,947.50
Concrete Slab Riprap	265 cu. yds.	7.00	1,855.00
43-foot Prestressed Beams	8 only	860.00	6,880.00
76.5-foot Prestressed Beams	12 only	1,683.00	20,196.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$71,883.50

Type Code X761

Reed Service Road U'xing (Bridge #8173)(Sta. 286+10.44)

Structural Excavation	185 cu. yds.	$5.00	$ 925.00
Furnish Steel Piling Shells	540 lin. ft.	4.00	2,160.00
Drive Steel Pile Shells	12 only	60.00	720.00
Furnish Treated Timber Piling	1,330 lin. ft.	1.25	1,662.50
Drive Timber Piles	50 only	50.00	2,500.00
Class "A" Concrete (290 cu. yds. at $65.00)	All Required		18,850.00
Metal Reinforcement (63,000 lbs. at $0.135)	All Required		8,505.00
Concrete Slab Riprap	180 sq. yds.	7.00	1,260.00
43-foot Prestressed Beams	8 only	860.00	6,880.00
76.5-foot Prestressed Beams	8 only	1,683.00	13,464.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$57,806.50
		Alternate "B" Subtotal	$384,615.00
		(Using Alternate "A") Subtotal	$625,599.00
		10% Engr. & Cont.	62,559.90
		Total	$688,158.90

Length of 13 Structures - - 0.079 Mile

Federal Funds -	$635,000.00
State Funds -	53,158.90
	$688,158.90

Oregon State Highway Department

Federal Aid
Project No. I-5-4(32)199

TWIN BUTTES-McKENZIE RIVER SECTION (STRUCTURES)
OF THE PACIFIC HIGHWAY IN LINN AND LANE COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 17, 1959

Type Code X021
Muddy Creek Bridge #8171 (Sta. 173+97 to Sta. 175+23)(Contract No. 5458)

Furnish Concrete Piling	1,280 lin. ft.	$3.95	$ 5,056.00
Drive Concrete Piles	64 only	68.00	4,352.00
Splice Piles	20 only	50.00	1,000.00
Class "A" Concrete [535 Cu.Yds. at $57.94(+)]	All Required		31,000.00
Metal Reinforcement [167,000 Lbs. at $0.11(+)]	All Required		18,547.00
			$ 59,955.00

Type Code X020
Little Muddy Creek Bridge #8245 (Sta. 2285+22.5 to Sta. 2285+97.5)(Cont. #5458)

Furnish Concrete Piling	1,680 lin. ft.	$3.95	$ 6,636.00
Drive Concrete Piles	56 only	68.00	3,808.00
Splice Piles	20 only	50.00	1,000.00
Class "A" Concrete [354 Cu.Yds. at $57.06(+)]	All Required		20,200.00
Metal Reinforcement [87,000 Lbs. at $0.11(+)]	All Required		9,642.00
			$ 41,286.00

Type Code X021
Little Muddy Creek Bridge #8246 (Sta. 2313+04.5 to Sta. 2314+45.5)(Cont. #5458)

Structural Excavation	200 cu. yds.	$7.00	$ 1,400.00
Furnish Concrete Piling	600 lin. ft.	3.95	2,370.00
Drive Concrete Piles	24 only	68.00	1,632.00
Splice Piles	8 only	50.00	400.00
Class "A" Concrete [680 Cu.Yds. at $56.74(+)]	All Required		38,400.00
Metal Reinforcement [184,400 Lbs. at $0.13(-)]	All Required		23,820.00
8-inch Metal Drain Pipe	50 lin. ft.	4.00	200.00
			$ 68,222.00

Type Code Y050
Little Muddy Cr. Bridge #8249 (Frontage Road)(Sta. 2383+79.19)(Cont. # 5458)

Structural Excavation	300 cu. yds.	$7.00	$ 2,100.00
Furnish Concrete Piling	180 lin. ft.	3.95	711.00
Drive Piles	8 only	68.00	544.00
Splice Piles	2 only	50.00	100.00
Class "A" Concrete [330 Cu.Yds. at $58.78(+)]	All Required		19,400.00
Metal Reinforcement [73,700 Lbs. at $0.141(+)]	All Required		10,410.00
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$ 33,505.00

Type Code X020
Creek Crossing Bridge #8251 (Sta. 2580+15.5 to Sta. 2580+90.5)(Cont. #5458)

Furnish Concrete Piling	1,540 lin. ft.	$3.95	$ 6,083.00
Drive Concrete Piles	56 only	68.00	3,808.00
Splice Piles	20 only	50.00	1,000.00
Class "A" Concrete [347 Cu.Yds. at $57.92(+)]	All Required		20,100.00
Metal Reinforcement [85,000 Lbs. at $0.11(+)]	All Required		9,420.00
			$ 40,411.00

Type Code Y050
Channel Change Bridge #8465 (Frontage Road)(Sta. 2324+93)(Contract No. 5458)

Structural Excavation	150 cu. yds.	$7.00	$ 1,050.00
Furnish Treated Timber Piling	640 lin. ft.	1.30	832.00
Drive Timber Piles	32 only	68.00	2,176.00
Class "A" Concrete [137 Cu.Yds. at $56.93(+)]	All Required		7,800.00
Metal Reinforcement [32,000 Lbs. at $0.115(+)]	All Required		3,680.00
			$ 15,538.00

Type Code Y050
Muddy Creek Bridge #8466 (Frontage Road)(Sta. 2337+75)(Contract No. 5458)

Structural Excavation	150 cu. yds.	$7.00	$ 1,050.00
Furnish Treated Timber Piling	640 lin. ft.	1.30	832.00
Drive Timber Piles	32 only	68.00	2,176.00
Class "A" Concrete [137 Cu.Yds. at $56.93(+)]	All Required		7,800.00
Metal Reinforcement [32,000 Lbs. at $0.115(+)]	All Required		3,680.00
			$ 15,538.00

ALTERNATE "A"

Type Code X721
Diamond Hill Road U'xing (Bridge #8248)(Sta. 2383+79.19)

Structural Excavation	330 cu. yds.	$5.00	$ 1,650.00
Furnish Steel Piling Shells	420 lin. ft.	4.00	1,680.00
Drive Steel Pile Shells	12 only	60.00	720.00
Class "A" Concrete [516 Cu.Yds. at $65.00]	All Required		33,540.00
Metal Reinforcement [140,300 Lbs. at $0.13]	All Required		18,239.00
Concrete Slab Riprap	240 sq. yds.	7.00	1,680.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$ 58,389.00

Type Code X721
Pricebore Road U'xing (Bridge #8250)(Sta. 2489+94.61)

Structural Excavation	200 cu. yds.	$5.00	$ 1,000.00
Furnish Steel Piling Shells	400 lin. ft.	4.00	1,600.00
Drive Steel Pile Shells	10 only	60.00	600.00
Furnish Treated Timber Piling	1,160 lin. ft.	1.25	1,450.00

Drive Timber Piles	58 only	$50.00	$ 2,900.00
Class "A" Concrete [483 Cu.Yds. at $65.00]	All Required		31,395.00
Metal Reinforcement [129,300 Lbs. at $0.13]	All Required		16,809.00
Concrete Slab Riprap	220 sq. yds.	7.00	1,540.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$ 58,174.00

Type Code X721
Coleman Road U'xing (Bridge #8167)(Sta. 19+61.52)

Structural Excavation	200 cu. yds.	$5.00	$ 1,000.00
Furnish Steel Piling Shells	400 lin. ft.	4.00	1,600.00
Drive Steel Pile Shells	10 only	60.00	600.00
Furnish Treated Timber Piling	1,160 lin. ft.	1.25	1,450.00
Drive Timber Piles	58 only	50.00	2,900.00
Class "A" Concrete [485 Cu.Yds. at $65.00]	All Required		31,525.00
Metal Reinforcement [129,900 Lbs. at $0.13]	All Required		16,887.00
Concrete Slab Riprap	220 sq. yds.	7.00	1,540.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$ 58,382.00

Type Code X721
Swanso Road U'xing (Bridge #8170)(Sta. 133+40.74)

Structural Excavation	330 cu. yds.	$5.00	$ 1,650.00
Furnish Steel Piling Shells	350 lin. ft.	4.00	1,400.00
Drive Steel Pile Shells	10 only	60.00	600.00
Class "A" Concrete [483 Cu.Yds. at $65.00]	All Required		31,395.00
Metal Reinforcement [132,300 Lbs. at $0.13]	All Required		17,199.00
Concrete Slab Riprap	220 sq. yds.	7.00	1,540.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$ 54,664.00

Type Code X721
Coburg Road U'xing (Bridge #8172)(Sta. 246+17.35)

Structural Excavation	350 cu. yds.	$5.00	$ 1,750.00
Furnish Steel Piling Shells	490 lin. ft.	4.00	1,960.00
Drive Steel Pile Shells	14 only	60.00	840.00
Class "A" Concrete [606 Cu.Yds. at $65.00]	All Required		39,390.00
Metal Reinforcement [154,400 Lbs. at $0.13]	All Required		20,072.00
Concrete Slab Riprap	265 sq. yds.	7.00	1,855.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$ 66,747.00

Type Code X721
Reed Service Road U'xing (Bridge #8173)(Sta. 286+10.44)

Structural Excavation	190 cu. yds.	$5.00	$ 950.00
Furnish Steel Piling Shells	450 lin. ft.	4.00	1,800.00
Drive Steel Pile Shells	10 only	60.00	600.00
Furnish Treated Timber Piling	1,540 lin. ft.	1.25	1,925.00

Drive Timber Piles	58 only	$50.00	$ 2,900.00
Class "A" Concrete [447 Cu.Yds. at $65.00]	All Required		29,055.00
Metal Reinforcement [118,600 Lbs. at $0.13]	All Required		15,418.00
Concrete Slab Riprap	180 sq. yds.	7.00	1,260.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$ 54,788.00
	ALTERNATE "A" Subtotal		$351,144.00

ALTERNATE "B"

Type Code X781
Diamond Hill Road U'xing (Bridge #8248)(Sta. 2383+79.19)

Structural Excavation	330 cu. yds.	$5.00	$ 1,650.00
Furnish Steel Piling Shells	490 lin. ft.	4.00	1,960.00
Drive Steel Pile Shells	14 only	60.00	840.00
Class "A" Concrete [345 Cu.Yds. at $65.00]	All Required		22,425.00
Metal Reinforcement [62,300 Lbs. at $0.135]	All Required		8,410.50
Concrete Slab Riprap	240 sq. yds.	7.00	1,680.00
43-Foot Prestressed Beams *	8 only	860.00	6,880.00
76.5-Foot Prestressed Beams **	10 only	1,683.00	16,830.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$ 61,555.50

* 43-Foot Prestressed Beam Quantity

Class "AA" Concrete	6.06 Cu.Yds.	$58.00-	$ 351.50
Metal Reinforcement	640.4 Lbs.	0.115	73.65
Prestressed Steel	587.3 Lbs.	0.74+	434.85
			$ 860.00

** 76.5-Foot Beam Quantity

Class "AA" Concrete	12.05 Cu.Yds.	$58.00-	$ 698.90
Metal Reinforcement	1,254.6 Lbs.	0.115	144.28
Prestressed Steel	1,130.1 Lbs.	0.74+	839.82
			$1,683.00

Type Code X781
Priceboro Road U'xing (Bridge #8250)(Sta. 2489+94.61)

Structural Excavation	210 cu. yds.	$5.00	$ 1,050.00
Furnish Steel Piling Shells	480 lin. ft.	4.00	1,920.00
Drive Steel Pile Shells	12 only	60.00	720.00
Furnish Treated Timber Piling	1,120 lin. ft.	1.25	1,400.00
Drive Timber Piles	56 only	50.00	2,800.00
Class "A" Concrete [320 Cu.Yds. at $65.00]	All Required		20,800.00
Metal Reinforcement [56,300 Lbs. at $0.135]	All Required		7,600.50
Concrete Slab Riprap	220 sq. yds.	7.00	1,540.00
43-Foot Prestressed Beams *	8 only	860.00	6,880.00

76.5-Foot Prestressed Beams **	10 only	$1,683.00	$ 16,830.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$ 62,420.50

* 43-Foot Prestressed Beams Quantity

Class "AA" Concrete	6.06 Cu.Yds.	$58.00(+)	$ 351.50
Metal Reinforcement	640.4 Lbs.	0.115	73.65
Prestressed Steel	587.3 Lbs.	0.74(+)	434.85
			$ 860.00

** 76.5-Foot Prestressed Beams Quantity

Class "AA" Concrete	12.05 Cu.Yds.	$58.00(-)	$ 698.90
Metal Reinforcement	1,254.60 Lbs.	0.115	144.28
Prestressed Steel	1,130.1 Lbs.	0.74(+)	839.82
			$1,683.00

Type Code X781
Coleman Road U'xing (Bridge #8167)(Sta. 19+61.52)

Structural Excavation	210 cu. yds.	$5.00	$ 1,050.00
Furnish Steel Piling Shells	480 lin. ft.	4.00	1,920.00
Drive Steel Pile Shells	12 only	60.00	720.00
Furnish Treated Timber Piling	1,120 lin. ft.	1.25	1,400.00
Drive Timber Piles	56 only	50.00	2,800.00
Class "A" Concrete [324 Cu.Yds. at $65.00]	All Required		21,060.00
Metal Reinforcement [56,300 Lbs. at $0.135]	All Required		7,600.50
Concrete Slab Riprap	220 cu. yds.	7.00	1,540.00
43-Foot Prestressed Beams *	8 only	860.00	6,880.00
76.5-Foot Prestressed Beams **	10 only	1,683.00	16,830.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$ 62,680.50

* 43-Foot Prestressed Beam Quantity

Class "AA" Concrete	6.06 Cu.Yds.	$58.00(-)	$ 351.50
Metal Reinforcement	640.4 Lbs.	0.115	73.65
Prestressed Steel	587.3 Lbs.	0.75(+)	434.85
			$ 860.00

** 76.5-Foot Prestressed Beam Quantity

Class "AA" Concrete	12.05 Cu.Yds.	$58.00(-)	$ 698.90
Metal Reinforcement	1,254.6 Lbs.	0.115	144.28
Prestressed Steel	1,130.1 Lbs.	0.75(+)	839.82
			$1,683.00

Type Code X781
Swango Road U'xing (Bridge #8170)(Sta. 133+40.74)

Structural Excavation	330 cu. yds.	$5.00	$ 1,650.00
Furnish Steel Piling Shells	420 lin. ft.	4.00	1,680.00
Drive Steel Pile Shells	12 only	60.00	720.00
Class "A" Concrete [322 Cu.Yds. at $65.00]	All Required		20,930.00
Metal Reinforcement [56,300 Lbs. at $0.135]	All Required		7,600.50

Concrete Slab Riprap	220 sq. yds.	$7.00	$ 1,540.00
43-Foot Prestressed Beams *	8 only	860.00	6,880.00
76.5-Foot Prestressed Beams **	10 only	1,683.00	16,830.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$ 58,710.50

*** 43-Foot Prestressed Beam Quantity**

Class "AA" Concrete	6.06 Cu.Yds.	$58.00(+)	$ 351.50
Metal Reinforcement	640.4 Lbs.	0.115	73.65
Prestressed Steel	587.3 Lbs.	0.74(+)	434.85
			$ 860.00

**** 76.5-Foot Prestressed Beam Quantity**

Class "AA" Concrete	12.05 Cu.Yds.	$58.00(+)	$ 698.90
Metal Reinforcement	1,254.6 Lbs.	0.115	144.28
Prestressed Steel	1,130.1 Lbs.	0.74(+)	839.82
			$1,683.00

Type Code X781
Coburg Road U'xing (Bridge #8172)(Sta. 246+17.35)

Structural Excavation	330 cu. yds.	$5.00	$ 1,650.00
Furnish Steel Piling Shells	490 lin. ft.	4.00	1,960.00
Drive Steel Pile Shells	14 only	60.00	840.00
Class "A" Concrete [395 Cu.Yds. at $65.00]	All Required		25,675.00
Metal Reinforcement [68,500 Lbs. at $0.135]	All Required		9,261.00
Concrete Slab Riprap	265 cu. yds.	7.00	1,855.00
43-Foot Prestressed Beams *	8 only	860.00	6,880.00
76.5-Foot Prestressed Beams **	12 only	1,683.00	20,196.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$ 69,197.00

*** 43-Foot Prestressed Beam Quantity**

Class "AA" Concrete	6.06 Cu.Yds.	$58.00(+)	$ 351.50
Metal Reinforcement	640.4 Lbs.	0.115	73.65
Prestressed Steel	587.3 Lbs.	0.74(+)	434.85
			$ 860.00

**** 76.5-Foot Prestressed Beam Quantity**

Class "AA" Concrete	12.05 Cu.Yds.	$58.00(+)	$ 698.90
Metal Reinforcement	1,254.6 Lbs.	0.115	144.28
Prestressed Steel	1,130.1 Lbs.	0.74(+)	839.82
			$1,683.00

Type Code X781
Reed Service Road U'xing (Bridge #8173)(Sta. 286+10.44)

Structural Excavation	185 cu. yds.	$5.00	$ 925.00
Furnish Steel Piling Shells	540 lin. ft.	4.00	2,160.00
Drive Steel Pile Shells	12 only	60.00	720.00
Furnish Treated Timber Piling	1,330 lin. ft.	1.25	1,662.50
Drive Timber Piles	50 only	50.00	2,500.00
Class "A" Concrete [290 Cu.Yds. at $65.00]	All Required		18,850.00

Metal Reinforcement [47,600 Lbs. at $0.135]	All Required	$	$ 6,426.00
Concrete Slab Riprap	180 sq. yds.	7.00	1,260.00
43-Foot Prestressed Beams *	8 only	860.00	6,880.00
76.5-Foot Prestressed Beams **	8 only	1,683.00	13,464.00
8-inch Metal Drain Pipe	220 lin. ft.	4.00	880.00
			$ 55,727.50

* 43-Foot Prestressed Beam Quantity

Class "AA" Concrete	6.06 Cu.Yds.	$58.00(+)	$ 351.50
Metal Reinforcement	640.4 Lbs.	0.115	73.65
Prestressed Steel	587.3 Lbs.	0.75(+)	434.85
			860.00

** 76.5-Foot Prestressed Beam Quantity

Class "AA" Concrete	12.05 Cu.Yds.	$58.00(+)	$ 698.90
Metal Reinforcement	1,254.60 Lbs.	0.115	144.28
Prestressed Steel	1,130.1 Lbs.	0.74(+)	839.82
			$1,683.00

ALTERNATE "B" Subtotal	$370,291.50
(Using Alternate "A")Subtotal	$625,599.00
10% Engr. & Cont.	62,559.90
Total	$688,158.90

Length of 13 Structures - - - - 0.079 Mile

Federal Funds -	$635,000.00
State Funds -	53,158.90
	$688,158.90

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
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KENNETH N. FRIDLEY, MEMBER
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FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAY 11 1959
FOR FILING
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5458

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May 11, 1959

C. M. Corkum Company, Inc.,
2630 SW 2nd Avenue
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5458, awarded April 16, 1959, for 7 drainage structures on the Twin Buttes-McKenzie River Section of Pacific Highway in Linn-Lane Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

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59
FOR FILING
I 5-4 (32)199

5458

When replying, refer to
08-35.4-0

April 16, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5458 for Oregon Project I-5-4(32)199, Twin Buttes-McKenzie River Section of the Pacific Highway (Seven Drainage Structures), to C. M. Corkum Co., Inc. of Portland, Oregon, low bidder in the amount of $274,455.00 at the April 14, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

orig to Portland

RECEIVED
59
FOR FILING
I5 11([illegible]).[illegible]
5458

A

April 16, 1959

C. M. Corkum Company, Inc.
P. O. Box 789
Portland 7, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5458 for construction of drainage structures on the Twin Buttes-McKenzie River Section of the relocated Pacific Highway in Linn and Lane Counties.

This award was based on your bid of $274,455.00 which was the low bid submitted to the Commission on April 14, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant

RECEIVED
MAR 1959
FOR FILING

I-5-4(32)199

5458

When replying, refer to
08-35.6

March 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(32)199, Twin Buttes-McKenzie River Section Structures, of the Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

orig
Project

RECEIVED
MAR [illegible] 1959
FOR FILING

I-5-4(32)199

5458

When replying, refer to
08-35.6

March 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(32)199, Twin Buttes-McKenzie River Section Structures, of the Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

orig
Frolich

I-5-6(12) Harbor Dr. structure, Grad. 1959
300 & Pav. on Harbor Dr.-Wash.
#5459 Co. Line Sec. of Pac. Hwy.

RECEIVED
JAN 11 1961
FOR FILING
1-5-6 (12) 300
5459

January 11, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5459 for structure-grading-paving the Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County was completed by the contractor, C. M. Corkum Company, Inc., on October 11, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $37,805.57 will be released to the contractor on or after January 20, 1961. The total contract amount is $444,827.98, of which amount $20,597.89 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: C. M. Corkum Company, Inc.,
2630 SW 2nd Avenue
Portland, Oregon

Form E-1—(Rev.)—10M—2-59

[illegible] (12) 300

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 10, 1960

Section Harbor Drive Section

Highway Pacific(R.H. Baldock Frwy.) County Multnomah

Contractor C. W. Corkum Co., Inc.

Date of contract April 16, 1959

Date work started April 30, 1959

Project authorization $553,177.80

Exclusive of engineering $514,063.73

Kind of work Structure, Grading and Paving

Section prefix 626-1026

Contract number 5459

Specified work days 165

Work days used 190

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . $505,237.91

Estimated per cent overrun or underrun . . . -2.0 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization $39,354.16

Engineering cost to date $39,300.00, 99.9 %

Date project was completed October 11, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

SemiFinal estimate was completed this week and submitted to Ed. Hardt.

NOTED

CONSTRUCTION DIVISION
RECEIVED
DEC 12 1960
NOTED-- E.Y. | A | K | B
CE ACE ACE CDE

cc: Ed. Hardt

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed William E. Maltby

Address Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project I-5-6(12)300	0.2	0.2	--------	--------	0.2
Miles partially completed	----------	----------	----------	----------	----------
Miles completed	0.2	0.2	---------	---------	0.2
Total estimated quantities (contract)	34,600	16,100	---------	--------	4,630
Total quantities corrected to date	53,603	12,908	--------	--------	5,414
Estimated quantities moved or placed to date	53,603	12,908	-------	-------	5,414
Average daily quantities					
Average daily quantities necessary to complete project on time		PROJECT COMPLETE			
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	O-Cast		Project complete
Tuesday	Clear Windy		"
Wednesday	"		"
Thursday	"		"
Friday	"		"
Saturday			

RECEIVED
SEP 30 1960
FOR FILING
I-5-6(12)3—
5459

September 29, 1960

Oregon State Highway Commission

Request for Extension of Time
No. 8
September 29-30 Meeting

Gentlemen:

C. M. Corkum, contractor on the Harbor Drive Structures, Grading and Paving Contract No. 5459, F.A.P. Project No. I-5-6(12) 300, has requested an extension of time of 25 additional workdays without assessment of liquidated damages in which to complete work on the project.

The contractor's request is based on the fact that he was ordered, as an item of extra work on the contract, to build a retaining wall along the SN line between Stations 59+43 and 61+40, which was inadvertently omitted from the contract plans.

The contractor's contention is correct. The retaining wall had to be constructed before the contractor could proceed with normal construction operations on the project, and he was delayed the 25 days in constructing the retaining wall so that the excavations from other parts of the project could be placed against the same.

Inasmuch as the contractor was delayed by conditions beyond his control, I recommend that the requested extension be granted without assessment of liquidated damages. This is a federal-aid project, and Bureau of Public Roads concurrence to such an extension is attached. Contractor's request for extension of time is attached.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.

cc to: Mr. Ivan Merchant

CAG:mm ae

RECEIVED
SEP 3 1960
FOR FILING
1-E-6(12) [illegible]
5459

September 29, 1960

C. M. Corkum Company, Inc.,
2630 SW 2nd Ave.,
Portland
Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 29, 1960, had under discussion your request for an extension of time of 25 additional workdays within which to complete your contract #5459 without the assessment of liquidated damages, for structure-grading-paving Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County.

We are pleased to inform you that the Highway Commission granted you an extension of time of 25 additional workdays without the assessment of liquidated damages. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Lloyd P. Shaw
Edward L. Hardt
Ivan D. Merchant
R. L. Porter
G. H. Maison

A

RECEIVED
-5 1959
FOR FILING

5459

Salem, Oregon
September 21, 1959

Harbor Drive Section
Pacific Highway
Contract No. 5459

Mr. Leonard I. Lindas
Chief Counsel
Office

Reference is made to Mr. Cooper's letter of September 9 in which he asks that this office report to you on the facts pertaining to Attorney Robert F. Mercer's letter of September 4 in behalf of Mr. H. Veltman. As summary of the facts is as follows:

1. There has been normal noise and dust which is normally attendant to construction in these close quarters."

2. A street closure was made by Portland Water Bureau for two days in connection with the relocation of a 24-inch water main.

3. Claim of trespass would appear to be without foundation as the fence which he referred to is on State Highway property.

Attached for your use is a small sketch map showing the situation.

Tom Edwards
Construction Engineer

By

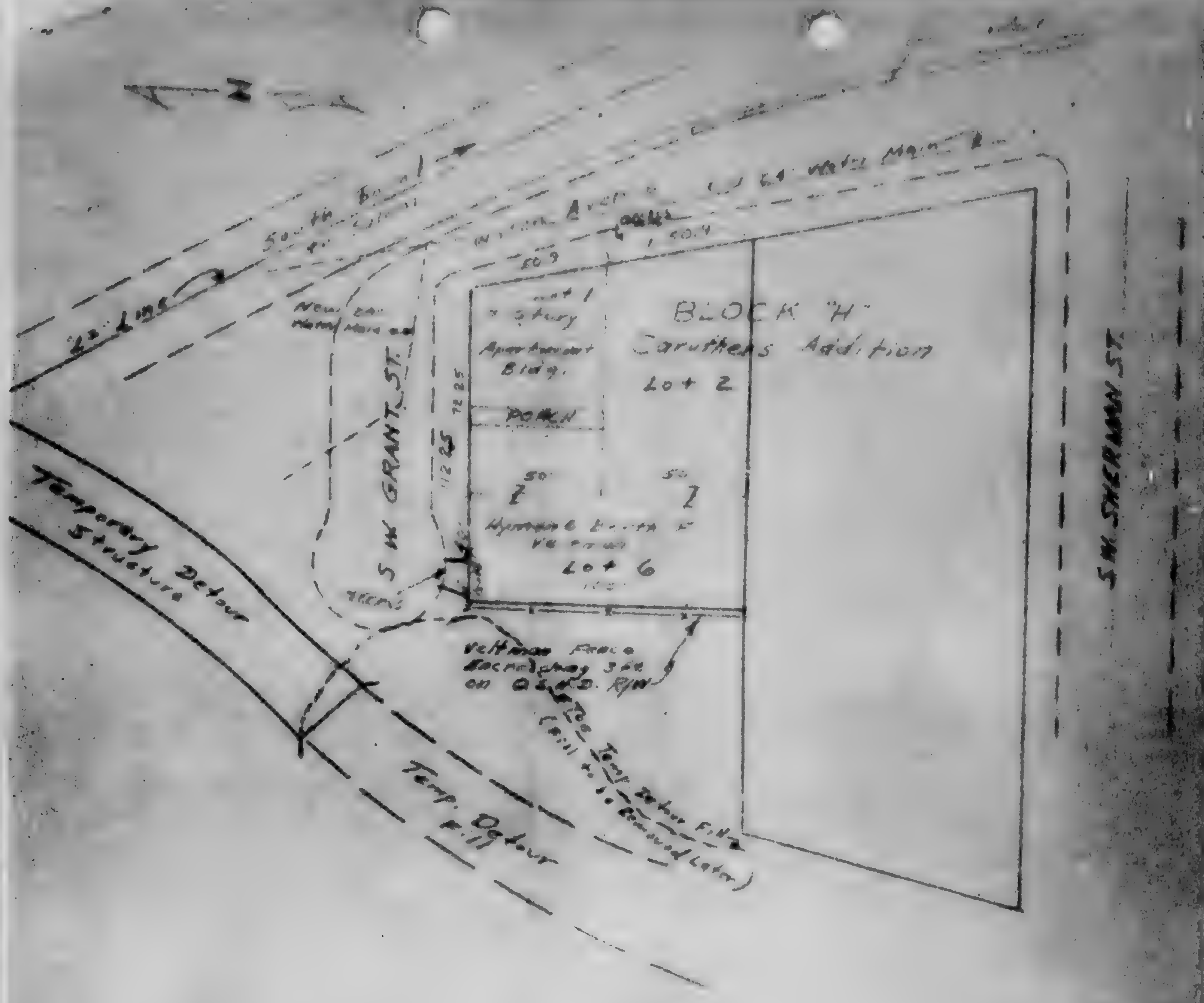
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

RECEIVED
OCT - 2 1959
OFFICE OF
STATE HIGHWAY ENGINEER

B



OREGON STATE HWY. DEP'T.
SKETCH MAP
Veltman Property
Pacific Hwy.
Multnomah Cnty.
W.E. Hatty Res. Engr.
Scale 1" = 50'
7/15/59

Salem, Oregon
September 9, 1959

Complaint of H. Veltman
re damage to property
2203 S. W. Water Avenue
Portland

Mr. Tom Edwards
Construction Engineer
OFFICE

I am handing you a copy of a letter from Attorney Robert M. Mercer in which he complains that we are causing damage to his client, Mr. H. Veltman, 2203 S. W. Water Avenue, Portland.

Will you please ascertain the facts and report them to Mr. Lindas for his guidance in answering Mr. Mercer. The matter should be expedited.

Forrest Cooper
Deputy State Highway Engineer

FC:fn
Attach.
cc Mr. W. C. Williams
    Mr. Leonard I. Lindas

G. DWYER WILSON
ROBERT M. MERCER

WILSON & MERCER
ATTORNEYS AT LAW
3537 S. E. HAWTHORNE BLVD.
PORTLAND 14, OREGON

BELMONT 4-6431

REFERRED TO
Cooper
By State Highway Engineer

September 4, 1959

Oregon State Highway Department
Salem, Oregon

Re: H. Veltman, 2203 S. W. Water Avenue,
Portland, Oregon

Gentlemen:

This office represents Mr. Veltman. The highway construction project to the west, north and east of his property has resulted in damage to him in that one of his buildings is an apartment house and the dirt, noise and destruction of pre-construction access has caused a loss of tenants.

In addition to the new construction the street in front of his premises was blocked so that customers desiring to reach his adjacent box business were unable to do so with their vehicles. To the rear of his property there has been some actual physical invasion of his property by forcing earth and debris through and against his fence.

We believe the above acts constitute a taking of his property and plan to bring action if we cannot first work out adequate compensation for him.

Please let us hear from you in the near future.

Very truly yours,

Robert M. Mercer
ROBERT M. MERCER

RMM/1b

SEP 8 1959

NOTED
[illegible] COOPER

RECEIVED
OFFICE OF
[illegible] ENGINEER

A

RECEIVED
JUL 29 1959

FOR FILING

I 5 6(12)3(1)

5459

July 28, 1959

C. M. Corkum Co., Inc.
2630 S. W. 2nd Avenue
Portland, Oregon

Gentlemen:

On page 4 of Contract 5459 a mistake has been found in reproducing these copies. Attached are three corrected sheets. Will you kindly initial one of these and return it to us for our records? The other two sheets are for the executed copy and the advance copy which you now have.

You will note that at the top of page 4 and at the bottom of page 4 the two paragraphs "work to be done" and "specifications" appear in both places. The revised sheet at the top of page 4 inserts two paragraphs which were omitted, and at the bottom of the page under "work to be done" the revised paragraph includes the words "and salvage metal handrail". The paragraph headed "specifications" at the bottom of the sheet has been completed so that it now reads the same as it did at the top of page 4 on the sheet in error.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:-3

FQ:rj

FORM E-30 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1959

SUBJECT: Harbor Drive Section
Multnomah County
Contract No. 5459

To:

Mr. Floyd Query, Secretary
Oregon State Highway Commission
OFFICE

Please substitute attached page in your copies of Contract No. 5459, Harbor Drive Section on the Pacific Highway in Multnomah County. Page 4 of the original contract was in error.

Thank you.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

mm

Attachdd -6 copies

NOTED
FLOYD QUERY

The necessary excavation work performed in the removal of said structures will be paid for as excavation of the kind involved as hereinafter defined and specified under the heading "Earthwork."

The pay quantity for excavating work necessarily performed in connection with the removal of structures is not to include the volume occupied by the structures.

Removal of Raised Asphaltic Concrete Traffic Markers:

The clearing and grubbing work to be performed shall be understood to cover and include the removal of the existing raised asphaltic concrete traffic markers located on the Pacific Highway between Stations 58+80 and 61+65 as indicated on the plans.

Measurement and Payment:

The basis of payment for performance of clearing, grubbing and other work, as specified, will be as set forth in the standard specifications. The pay item will be:

1. Clearing and Grubbing

The amounts to be allowed for "Clearing and Grubbing" in the partial payments to be made under this contract shall not be in excess of the reasonable value of the clearing and grubbing work performed as said reasonable value is estimated by the engineer.

REMOVING CONCRETE AND MASONRY

Work To Be Done:

Under these provisions, the contractor shall remove pavement, concrete curbs, concrete walks and surfacing, concrete inlets, concrete walls and concrete islands, and salvage metal handrail at the locations called for on Sheets No. 9 and 10 of the plans or as otherwise directed by the engineer.

Specifications:

Removing of concrete and masonry, as herein referred to, shall be performed in conformance to the standard specifications, including particularly Division 2, Section 3. Salvage of metal handrail shall be performed in conformance to the provisions for salvaging handrail contained in the first paragraph under "SALVAGE AND DEMOLITION WORK ON EXISTING SUBWAY" on page 32 of these Special Provisions.

Approximate Quantities:

The approximate quantities of concrete and masonry required to be removed on this project are as follows:

REVISED: ~~July 17, 1959~~

AS PER LETTER OF APRIL 8, 1959

COMPLETION TIME LIMIT

The contractor will be required to have the "NHD" and "SHD" lines (Harbor Drive northbound and southbound lanes) paved and ready for traffic before November 30, 1959. The work to be done under the contract shall be completed in its entirety before the elapse of 165 workdays. Measurement of the number of workdays shall begin with the tenth calendar day following the date upon which notice of the award of the contract is dispatched to the contractor by mail, telephone, telegraph or messenger. No workdays will be charged for those days, if any, from June 15, 1959, until the "S^N" Line service road is paved and ready for traffic from a point opposite "L^N" Line 69+00 in the northbound lanes of the main highway southerly to the junction of the service road with Southwest Sheridan Street. The term "workday" as here used shall be understood to be a workday as defined under the heading "Time for Completion of Work and Liquidated Damages" in the special provisions applicable to the contract.

ROADWORK

CLEARING AND GRUBBING

Work to be Done:

Under these provisions, the contractor shall perform such clearing, grubbing and cleaning-up work as may be required to bring the entire project to a condition satisfactory in all respects for the construction of the project, and upon completion of the project, to leave the entire project in a clean, neat condition free from all litter, debris and extraneous matter.

These provisions do not apply to the specifications of work hereinafter called for under the provisions titled "Removing Concrete and Masonry" and "Removing Building".

Specifications:

The clearing and grubbing work shall be performed in conformance to the standard specifications, including particularly Division 2, Section 1.

Removal of Existing Structures:

The clearing and grubbing work shall be understood to cover and include the removal and disposal of all fences, pipe culverts, small posts, signs and structures encountered within the areas to be cleared.

These structures shall be removed and disposed of in accordance with the applicable provisions as given in Article 2.1.9 of the standard specifications and in a manner not unsatisfactory to the engineer.

The necessary excavation work performed in the removal of said structures will be paid for as excavation of the kind involved as hereinafter defined and specified under the heading "Earthwork."

The pay quantity for excavating work necessarily performed in connection with the removal of structures is not to include the volume occupied by the structures.

Removal of Raised Asphaltic Concrete Traffic Markers:

The clearing and grubbing work to be performed shall be understood to cover and include the removal of the existing raised asphaltic concrete traffic markers located on the Pacific Highway between Stations 58+80 and 61+65 as indicated on the plans.

Measurement and Payment:

The basis of payment for performance of clearing, grubbing and other work, as specified, will be as set forth in the standard specifications. The pay item will be:

1. Clearing and Grubbing

The amounts to be allowed for "Clearing and Grubbing" in the partial payments to be made under this contract shall not be in excess of the reasonable value of the clearing and grubbing work performed as said reasonable value is estimated by the engineer.

REMOVING CONCRETE AND MASONRY

Work To Be Done:

Under these provisions, the contractor shall remove pavement, concrete curbs, concrete walks and surfacing, concrete inlets, concrete walls and concrete islands, and salvage metal handrail at the locations called for on Sheets No. 9 and 10 of the plans or as otherwise directed by the engineer.

Specifications:

Removing of concrete and masonry, as herein referred to, shall be performed in conformance to the standard specifications, including particularly Division 2, Section 3. Salvage of metal handrail shall be performed in conformance to the provisions for salvaging handrail contained in the first paragraph under "SALVAGE AND DEMOLITION WORK ON EXISTING SUBWAY" on page 32 of these Special Provisions.

Approximate Quantities:

The approximate quantities of concrete and masonry required to be removed on this project are as follows:

REVISED: ~~July 17, 1959~~

AS PER LETTER OF APRIL 8, 1959

COMPLETION TIME LIMIT

The contractor will be required to have the "NHD" and "SHD" lines (Harbor Drive northbound and southbound lanes) paved and ready for traffic before November 30, 1959. The work to be done under the contract shall be completed in its entirety before the elapse of 165 workdays. Measurement of the number of workdays shall begin with the tenth calendar day following the date upon which notice of the award of the contract is dispatched to the contractor by mail, telephone, telegraph or messenger. No workdays will be charged for those days, if any, from June 15, 1959, until the "S^N" Line service road is paved and ready for traffic from a point opposite "L^N" Line 69+00 in the northbound lanes of the main highway southerly to the junction of the service road with Southwest Sheridan Street. The term "workday" as here used shall be understood to be a workday as defined under the heading "Time for Completion of Work and Liquidated Damages" in the special provisions applicable to the contract.

ROADWORK

CLEARING AND GRUBBING

Work to be Done:

Under these provisions, the contractor shall perform such clearing, grubbing and cleaning-up work as may be required to bring the entire project to a condition satisfactory in all respects for the construction of the project, and upon completion of the project, to leave the entire project in a clean, neat condition free from all litter, debris and extraneous matter.

These provisions do not apply to the specifications of work hereinafter called for under the provisions titled "Removing Concrete and Masonry" and "Removing Building".

Specifications:

The clearing and grubbing work shall be performed in conformance to the standard specifications, including particularly Division 2, Section 1.

Removal of Existing Structures:

The clearing and grubbing work shall be understood to cover and include the removal and disposal of all fences, pipe culverts, small posts, signs and structures encountered within the areas to be cleared.

These structures shall be removed and disposed of in accordance with the applicable provisions as given in Article 2.1.9 of the standard specifications and in a manner not unsatisfactory to the engineer.

A

RECEIVED
MAY 27 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I 5 6(2)300

5459

May 25, 1959

C. M. Corkum Company, Inc.,
2630 SW 2nd Avenue
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5459, awarded April 16, 1959, for structure-grading-paving on Harbor Drive-Washington County Line Section of Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED
[illegible] 1959
FOR FILING
[illegible]
5459

April 17, 1959

C. M. Corkum Co., Inc.
P. O. Box 789
Portland 7, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5459 for grading and paving and construction of structure on Harbor Drive-Washington County Line Section of Pacific Highway, Multnomah County.

This award was based on your bid of $396,927 which was the low bid submitted to the Commission on April 14, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

A

RECEIVED
[illegible] 59
FOR FILING
I 5-6(12)300
5459

When replying, refer to
08-35.4-0

April 16, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5459 for Oregon Project I-5-6(12)300, Harbor Drive-Lowell Street Section, Water Avenue Undercrossing Unit, of the Pacific Highway, to C. M. Corkum Co., Inc. of Portland, Oregon, low bidder in the amount of $396,927.00 at the April 14, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

orig to Project

RECEIVED
APR 1 - 1959
FOR FILING

I-5-6(12)300

5459

When replying, refer to
08-33.6

March 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project I-5-6(12)300, Structures (Pacific Highway U'xing at Water Avenue), grading and paving in part of the Harbor Drive - Lowell Street Unit of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all right-of-way or rights-of-entry have been obtained.

Very truly yours,

C. G. Polk
Division Engineer

Orig to Portland

NOTED
FORREST COOPER

29-4209 Mills Br. on Wilson River 1959
Hwy.
#5460

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 24, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5460	3 Final	C. H. Savage Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23534	52220	$573.38	9/22/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **100 workdays from April 26, 1959**

Time Extensions: **None of record**

Completion Date: ~~[illegible]~~ **August 8, 1959**

Date Accepted: **September 24, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **September 25, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: SEP 25 195

NOTED ON CARD
Ce

RECEIVED
SEP 15 1959
FOR FILING

294.39

5460

September 14, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5460 for maintenance painting the Mills Bridge on Wilson River Highway in Tillamook County was completed by the contractor, C. H. Savage Co., on August 8, 1959, but has not as yet been accepted by the Commission

Final payment in the amount of $573.38 will be released to the contractor after acceptance by the Commission. The total contract amount is $4,587.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
MAY 15 1959
FOR FILING

29.4209

5460

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 14, 1959

C. H. Savage Company
4126 SE Milwaukie Avenue
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5460, awarded April 16, 1959, for maintenance painting on the Mills Bridge, Wilson River Highway in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
APR 17 1959
FOR FILING

24-4209

5460

April 16, 1959

C. H. Savage Co.
4126 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5460 for cleaning and painting on Mills Bridge on the Wilson River Highway in Tillamook County.

This award was based on your bid of $4,587, which was the low bid submitted to the Commission on April 14, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
cc: R. G. Savage, SIAC
Tom Edwards
S. H. Probert
I. D. Merchant

I-80N-3(11) Rowena-Chenoweth Cr. 1959
74 Sec. of Col. R. Hwy.
#5461 (Paving)

RECEIVED
OCT 2 1962
FOR FILING
[illegible]
5461

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. R. L. Porter

September 28, 1962

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Subcontracting
Oregon Project F-102(4)
The Dalles-Eight Mile Creek Section

We have forwarded to the Regional office all documents pertaining to the unauthorized subcontracting work on this project for administrative determination of the action to be taken. In our transmittal we have stressed the desire of your office to be advised as soon as possible what disposition will be taken in this matter.

In addition to the unauthorized subcontracting encountered in this project, we have also forwarded information concerning possible unauthorized subcontracting disclosed in recent audits made on the following projects:

Federal Aid Parcel No.	State Contract No.	State Section	Amount Involved
F-156(6)	5057	Sandy-Alder Creek	$493,824.15
F-109(10)	5584	Davis Slough-Bullards Bridge	130,929.76
I-80N-3(11)74	5461	Rowena-Chenoweth Creek	103,749.64

We are advising you of this action to provide you with the opportunity to make necessary inquiry as you deem necessary to obtain additional information concerning these subcontracts. Copies of exception documents are attached for your information concerning the subcontracting work involved.

Attachments

original To Young
with attachments
Copy To Young
10-2-62

NOTED
R. L. PORTER

Mr. Williams
I-80N-3(11)74

RECEIVED 1960 W. C. WILLIAMS FOR FILING

Rowena-Chenowith Creek
~~Contract No. 5461~~

FINAL COST ANALYSIS

Grading
Contractor: Rogers Construction Company
Resident Engineer: D. Glenn

Columbia River Highway
Prefix No. 633-1063
Project No. I-80N-3(11)74

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Removal of Traffic Markers	1	Lump	500.00	461.73	461.73	500.00
Drainage Excav., Unclass.	11.84	Cu. Yd.	5.00	4.43	52.46	59.20
General Excav., Unclass.	157,089.60	Cu. Yd.	0.60	0.617	96,978.85	94,253.76
Loading & Placing Top Soil	3,048	Cu. Yd.	0.50	0.486	1,481.33	1,524.00
12" Concrete Pipe	165	Lin. Ft.	2.10	2.12	349.29	346.50
Salvage & Reinstall Guard Rail & Median Barrier	6,686.80	Lin. Ft.	1.25	1.07	7,138.83	8,358.50
Metal Guard Rail	6,321.20	Lin. Ft.	2.40	2.40	15,184.15	15,170.88
Metal Median Barrier	29,720.80	Lin. Ft.	4.00	3.97	117,929.02	118,883.20
Salv. & S.P. Sight Posts	56	Only	2.00	1.75	97.96	112.00
Guide Posts Type W1	147	Only	4.00	4.92	723.76	588.00
Guide Posts Type Y2	58	Only	6.00	6.00	347.99	348.00
Guide Posts Type Y3	2	Only	7.00	7.59	15.18	14.00
Type 1 Fence	233.58	Rod	5.00	4.70	1,098.45	1,167.90
Coarse Cr. Mat'l in Base	76,350.55	Ton	0.70	0.68	51,894.52	53,445.39
3/4"-0 Cr. Mat'l in Base	31,612.01	Ton	0.70	0.68	21,486.30	22,128.41
Sprinkling	2,802	M-Gal.	2.00	1.94	5,441.38	5,604.00
Preparation of Base	1	Lump	2,500.00	2,500.00	2,500.00	2,500.00
3/4"-0 Mat'l in Binder Course	680	Cu. Yd.	2.40	2.24	1,524.60	1,632.00
Furnish & Place Aggregates	3,215	Cu. Yd.	2.40	2.24	7,205.71	7,716.00
RC-3 Asphalt	150.18	Ton	42.00	41.80	6,277.01	6,307.56
120-150 Asphalt	201.05	Ton	39.50	39.20	7,880.19	7,941.48
RS-1 Asphalt in Oiling	62.54	Ton	44.00	44.00	2,750.83	2,751.76

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Asphalt Concrete Mixture	40,159.82	Ton	2.70	2.70	108,431.64	108,431.51
85-100 Asphalt in Mixture	2,136.67	Ton	31.00	31.00	66,236.77	66,236.77
RS-1 Asphalt in Tack	4.41	Ton	60.00	54.66	241.05	264.60
Asph. Concrete Traffic Markers	686.5	Lin. Ft.	1.00	1.00	686.50	686.50
PA#1 18" Half Round C.M.P.	52	Lin. Ft.	4.50	4.41	229.56	234.00
PA#2 8" Corr. Metal Pipe	554	Lin. Ft.	2.07	2.08	1,150.14	1,146.72
PA#3 Furnish & Place Asph. Conc. in Bridge Ends	705.32	Ton	5.29	5.93	4,179.72	3,731.14
Force Account					2,922.06	3,215.09
					$532,886.53	$534,498.93

Gross Revenue	$ 534,498.93
Total Cost	532,886.53
Net Profit	$ 1,612.40

Net Profit equals .03% of Gross Revenue

DETAIL OF COSTS - Contract No. 5461

Labor:					
Labor				$ 77,082.56	
Labor Insurance				9,254.35	$ 86,336.91
Equipment Rentals and Miscellaneous Supplies:					
Equipment Rental				96,080.33	
Gas, Oil and Grease				14,130.33	
Drill and Blast				9,230.77	
Miscellaneous Supplies and Expenses				2,678.49	
Transport				4,430.00	
Insurance and Bond				6,503.63	
Home Office and General Overhead				8,633.69	141,687.24
Subcontractors:					
Olson Construction Company				103,749.64	
Chain Link Fence Corporation				122,959.25	226,708.89
Materials:					
RC-3 Asphalt	150.18	Ton	@ $32.15	4,828.29	
120-150 Asphalt	201.05	Ton	@ $29.40	5,910.87	
RS-1 Asphalt	66.95	Ton	@ $31.20	2,088.84	
85-100 Asphalt	2,136.67	Ton	@ $29.40	62,818.10	
8" C.M.P.	554	Lin. Ft.	@ $1.51	836.54	
12" Concrete Pipe	165	Lin. Ft.	@ $1.25	206.25	
18" Half Round C.M.P.	52	Lin.Ft.	@ $2.95	153.40	
Guide Posts W1	147	Each	@ $4.10	602.70	
Guide Posts Y2	58	Each	@ $5.10	295.80	
Guide Posts Y3	2	Each	@ $6.10	12.20	
Barbed Wire	15	Spools	@ $8.70	130.50	
Fence Posts	250	Each	@ $1.08	270.00	78,153.49
			TOTAL COST		$ 532,886.53

Remarks - Contract No. 5461

This was a "Federal Aid Interstate Highway Project" and was to be conducted in accordance with Federal regulations applying to that class of project, calling for grading of 149,000 cubic yards of roadbed excavation; construction of 5.58 miles of stone base and shoulders, involving approximately 114,200 tons of crushed materials; construction of 5.58 miles of asphaltic concrete pavement, involving 40,800 tons of asphaltic concrete; construction of oil mat wearing surfaces on highway shoulders and frontage roads; salvaging and reinstallation of 5,900 linear feet of metal guard rail and median barriers; construction of 6,700 linear feet of metal guard rail and 30,000 linear feet of metal medain barrier; and such additional and incidental work as is called for by the specifications and plans.

The west end of th project was at Station 1886+00, which station is at the junction of Rowena Interchange and the Columbia River Highway, about seven miles east of Mosie. The east end of the project was at Station 2183+00, which station is 0.14 mile east of the structure over Chenoweth Creek and 1.4 miles west of the west corporate limits of The Dalles. The overall length of the project was 5.65 miles.

The project was bid April 14, 1959, awarded April 16, 1959 and the contractor started work May 1, 1959. Equipment on the Rowena-E. Unit Shogren was transferred to this project. Considerable repairs were necessary. Most of the excavation was solid requiring drilling and shooting.

Equipment used on the project was: 3-1/2-yard shovel, two 2-1/2-yard shovels, 3/4-yard shovel, 35-ton Michigan crane, five bottom dump Euclids, two S18's, four TST23's, two D9's with dozers, three D8's with dozers, three Euclid dump trucks, 977 3-yard traxcavator, cat 12 blade, 10-ton roller, three 10-yard trucks, 3500 gallon water wagon, one 2-1/2" air track and 600 compressor, two 4" drills with 900 compressors, crushing plant, vibrating roller, two trains, 1750 gallon distributor and miscellaneous pickups and utility trucks.

Low bid price of $0.60 cubic yard with haul included was contributing factor in only a slight profit.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

19

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MONTANA
OREGON [illegible] -1 1960
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I-80N-3(11)74

546

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.6

408 State Highway Building
Salem, Oregon

May 18, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. I. D. Merchant
& Mr. F. B. Crandall

Dear Sir:

With reference once again to the design plans for the sign installation on Project I-80N-3(11)74, Rowena-Chenoweth Creek Section, Columbia River Highway, our letter of April 12, 1960 and your reply of April 22, 1960, we have received further comments from our Regional office.

They suggest that concrete footings for signs such as are included on T.S.D. drawing No. S-23, should be extended above the ground line to facilitate repainting and extend the life of the posts. The extra quantity of concrete for this purpose would be almost negligible for all eight sign supports except at Station 1954+50 where the extra concrete would amount to about two cubic yards if the extension was continued at the specified footing size. This quantity could be reduced by tapering the footing.

In future similar cases, it is recommended that consideration be given to encasing the posts above the ground line.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. [illegible]
Acting Division Engineer

NOTED
C. S. PAXSON

NOTED
C. S. PAXSON

Copy sent to Mr. Crandall
and copy kept
for Mr. Paxson

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5-12-60 A

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

5461

Section **Rowena-Chenoweth Creek** Highway **Columbia River**

County **Wasco** MP ______ to MP ______ Contractor **Rogers**

Resident Engineer **M. D. Glenn** Inspector ______

Date Completed **October, 1959** Date Reported **May 12, 1960**

Type and Thickness of Wearing Surface **4" B** A. C. ___ Oil Mat ______ Seal.

N, S, E, [✓ W] from MP or Sta. **Chenoweth Creek**							N, S, [✓ E], W from MP or [✓ Sta.] **1908+00**						
Mile	Wheel Count	**Outside** Roughness		**Inside** Test Run On			Mile	Wheel Count	**Outside** Roughness		**Inside** Test Run On		
		Total	Per Mile	Top	**Total**	**per mi**			Total	Per Mile	Top	**Total**	**per mi**
1	750	**83**	**83**		**85**	**85**	1	750	**73**	**73**		**103**	**103**
2	1500	**157**	**74**		**167**	**82**	2	1500	**148**	**75**		**192**	**89**
3	2250	**229**	**72**		**241**	**74**	3	2250	**225**	**77**		**280**	**88**
4	3000	**308**	**79**		**320**	**79**	4	3000	**305**	**80**		**363**	**83**
5	3750	**381**	**73**		**405**	**85**	5	3750	**388**	**83**		**448**	**85**
6	4500						6	4500					
Average Roughness Per Mile **Outside**					**76"**		Average Roughness Per Mile **Outside**					**77"**	
Inside					**81"**		**Inside**					**89"**	

Remarks: ______

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED
FORREST COOPER

A

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MAR 28 1960
FOR FILING

I-80N-3(11)74

5461

March 25, 1960

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

State Highway contract #5461 for paving the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County was completed by the contractor, Rogers Construction, Inc., on February 2, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $15,938.52 will be released to the contractor after acceptance by the Commission. The total contract amount is $534,498.93, of which amount $3,215.09 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
US National Bank Bldg.,
Portland 4, Oregon

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[illegible] 3(1)74

5461

February 25, 1960

The Fidelity & Casualty Co. of N. Y.
160 Pine Street
San Francisco 11
California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction, Inc., on contract #5461 for paving the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County.

This payment, in the amount of $15,403.75, will be released to contractor on or after March 7, 1960. The retained percentage is $3,215.09.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
US National Bank Bldg.,
Portland 4, Oregon

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Form E-1—(Rev.)—40M—8-58

I-80N-3(11)74
5461

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 6, 1960

Section Rowena-Chenowith Creek
Highway Columbia River County
Contractor Rogers Construction, Inc.
Date of contract April 16, 1959
Date work started May 1, 1959
Project authorization $ 624,641.63
Exclusive of engineering $ 555,237.00

Kind of work Paving
Section prefix 633-1063
Contract number 5461
Specified work days 100
Work days used 104
Per cent of time elapsed 104 %

Estimated cost of completed project, exclusive of engineering $ 541,600
Estimated per cent overrun or underrun 8 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $ 44,418.96
Engineering cost to date $ 30,370, 68 %
Date project was completed 2-2, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	none	100	100	none

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed fencing at end of Taylor O-xing and Chenowith Creek Bridge Tuesday afternoon. D8 cat completed dressing fill slopes along Tooley lake east of the quarrysite and at the quarry site Tuesday.

Dean Swift over project late Tuesday afternoon and approved this final cleanup.

Field party ran three line profile on spiral curve 1 mi. east of Rowena Thursday as requested by Mr. Edwards.

Walter Wright and Vic Wolfe were in Wednesday morning inquiring as to when this would be done.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
FEB 8 1960
NOTED— CE ACE ACE CDE

NOTED
JOHN R. OAKES

Noted
M. N. Juve

Signed M. D. Glenn M. D. Glenn
Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.33	5.65		5.65	5.48
Miles partially completed					
Miles completed	1.33	5.65		5.65	5.48
Total estimated quantities (contract)	149,000 cy.	115,333 tons		4,510 cy.	40,800 tons
Total quantities corrected to date	157,090	107,963		3,895	40,160
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Men	2
Supervision	
Men and trucks under 3 tons	1
Men and trucks over 3 tons	
Men and tractors	1

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ....1....., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Overcast		
Monday	Rain		
Tuesday	Rain		
Wednesday	Overcast		
Thursday	Occ. shwrs.		
Friday	Fair		
Saturday			

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FEB -5 1960
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I-80N-3(11)74

C+1

February 4, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on February 2, 1960, on Contract No. 5461, Rowena-Chenoweth Creek Section, in Wasco County, in connection with Federal Aid Project No. I-80N-3(11)74.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swanson

JA:sm

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FORM E-30 8GM 7-59 2212
FEB - 4 1960

FOR FILING
I-80N-3(11)74

5461

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1960

SUBJECT: Rowena-Chenoweth Creek Section
Columbia River Highway
Contract No. 5461

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Pursuant to your request, the following information is submitted in support of Price Agreement No. 3 which provides extra compensation to the contractor in settlement of a claim for the additional cost above bid price of paving the approaches to two bridges within the limits of this project:

1. The subject contract for the paving of the Rowena-Chenoweth Creek Section was placed on the letting schedule for April 14, 1959. The restrictive language concerning finishing at the bridge ends was placed in the special provisions for this contract.

2. At the time the contract for the paving was placed on the schedule for contracting, it was anticipated that the bridge work could follow immediately. The restrictive language would then have been right and proper.

3. The imminence of the pile drivers' strike made conditions unsettled, the strike being in effect from May 7th until June 18th. It was impossible for the contractors to properly estimate bridge work during this period and, as a result, only those items of an emergency nature were called for bids during this time.

4. The strike was ended and the bridges in question were placed on the letting schedule for July 1st. It was obvious at this time that an unfair specification had been placed in the special provisions for the subject paving contract, since the bridge contractor could not possibly complete both structures prior to the time the grading contractor would have completed the paving.

5. Rogers Construction Company, contractors for this paving project, completed all paving and oiling except for areas occupied by the bridge contractor on October 6, 1959. Four days' liquidated damages had been charged and workday count was stopped.

6. The four-lane section from Rowena easterly to the first structure was opened to traffic October 10th. Eastbound

traffic was temporarily routed to the westbound lanes for the portion of the project easterly of this westernmost structure. This detour routing presented a hazard to the driving public and required continuing attention.

7. The Rogers Construction Company moved out all paving equipment between October 6th and October 10th in order to work on another State highway project.

8. The structures were completed so that the approaches could be paved about December 1, 1959, and the Rogers Construction Company was instructed to take advantage of fair weather and complete the paving as soon as possible in order to eliminate the inconvenience and the hazard to the public.

9. The contract with the paving contractor states that workday count ceases between December 1st and February 28th. If the contractor therefore elected not to proceed with the paving immediately, no penalty would accrue until good paving weather in the spring of 1960 arrived.

10. A decision was made by the undersigned to allow extra compensation for the cost above bid price for this work. The contractor quickly rented and otherwise assembled the necessary equipment and labor force to proceed with the work. Said work was done efficiently and expeditiously.

11. The completion of the approach paving on December 14, 1959 affords the public the use of a safe freeway facility over the easterly 2.6 miles of this project that they otherwise would not have had until the spring of 1960.

Tom Edwards
Construction Engineer

TE:jw

RECEIVED

FORM

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

ON-311174

5461

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

January 25, 1960

Mr. Ray Rogers
Rogers Construction Company
11760 N. E. Glisan Street
Portland 20, Oregon

Rowena-Chenoweth Creek Section
Columbia River Highway
Contract No. 5461

Dear Mr. Rogers:

Reference is made to your unsigned letter of December 21, 1959 in which you set forth certain information considered pertinent by you to an adjustment on this job. This claim was discussed briefly at our meeting on January 11, 1960 and we requested that further discussion should be deferred until a check could be made into the matter.

Such check has been made and we find as follows regarding the quantities of material in the cut and disposition of the same:

Quantity Station 1980 to 2003	136,754	cubic yards
Sand overburden	- 33,354	cubic yards
Sand and soft rock in west end of cut deemed unsuitable for crushing	- 23,500	cubic yards
Hard rock suitable for crushing	79,900	cubic yards

The crushed rock used on this job including that sold by you to Wasco County was approximately 113,200 cubic yards. It appears that the indicated swell between the solid and crushed volumes is well within the range of probability.

From the foregoing, it appears that a very fortunate balance resulted from the ratio of suitable solid rock to crushed material; however, I do wish to call your attention to the fact that such a close relationship was not anticipated and provision was made in the Special Provisions on Page 6 under "Disposition of Excess Material" with this thought in mind.

Very truly yours,

W. C. Williams
State Highway Engineer

By Tom Edwards

Tom Edwards
Construction Engineer

RECEIVED

LHY:fp
cc W. C. Williams ✓
Forrest Cooper
Dean Swift

ROGERS CONSTRUCTION, INC.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND 20, OREGON

Dec. 21, 1959.

Oregon State Highway Department,
Salem, Oregon.

Attention: Mr. Tom Edwards.

Re: Rowena-Chenoweth Creek Section, Columbia River Highway. I-80N- 3(11)74.
Cont. #5461.

Gentlemen:

Mr. Rogers asked that I prepare and send to you the following information on the above project:

	Bid	Final estimate
Item 3 - General Excavation	149,000 c.y.	156706 c.y.
Item 14 - Coarse material in base	83,900 tons	75,860 tons.
Item 15 - 3/4-0 material in base	30,300 tons	31,092 tons.
Item 18 - 3/4-0 material in binder	1,360 c.y.	680 c.y.
Item 19 - Furnish and place aggregates	3,150 c.y.	3,215 c.y.
Item 23 - Asphaltic concrete mixture	40,800 tons	40,137 tons.

Item 3 - Excavation on plans Sta 1980 to Sta 2003, 113,149 c.y., approximately 10,000 c.y. sand overburden.

Actual excavation Sta 1980 to Sta 2003, 136,753 c.y. which included 26,900 c.y. sand overburden.

Mr. Rogers stated that he would discuss this with you.

Yours very truly,

Rogers Construction Inc.

Jones

Contract 5461

12-16-59

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DEC 17 1959
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5461

Monthly transaction number 12-61	Form PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project report number 12 I 80N-3(11) 74	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Wasco**
		Project number **I-80N-3(11)74**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **August 13**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project	$ 725,435
Revised Federal funds	$ 667,000

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **16** day of **December**, 19 **1959**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

December 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Rowena-Chenoweth Creek Section, Project No. I-80N-3(11)74.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

[illegible]:jb

November 24, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Rowena-Chenoweth Creek Section, Project No. I-80N-3(11)74.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Federal Aid
Project No. I-80N-3(11)74

Oregon State Highway Department

ROWENA-CHENOWETH CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, November 24, 1959

Type Code P.E.

Preliminary Engineering	All Required	$	$ 5,000.00

Type Code 6201
Roadway (Sta. 1886+00 to Sta. 2183+00)(Contract No. 5461)

Removal of Traffic Markers	All Required	$	$ 500.00
Drainage Excavation, Unclassified	6 cu. yds.	5.00	30.00
General Excavation, Unclassified	149,000 cu. yds.	0.60	89,400.00
Loading and Placing Topsoil	10,000 cu. yds.	0.50	5,000.00
12-inch Concrete Pipe	170 lin. ft.	2.10	357.00
Salvaging and Reinstall Guard Rail and Median Barrier	5,900 lin. ft.	1.25	7,375.00
Metal Guard Rail	6,700 lin. ft.	2.40	16,080.00
Metal Median Barrier	30,000 lin. ft.	4.00	120,000.00
Salvaging and Stockpiling Sight Posts	56 only	2.00	112.00
Guide Posts, Type "W-1"	86 only	4.00	344.00
Guide Posts, Type "Y-2"	66 only	6.00	396.00
Guide Posts, Type "Y-3"	2 only	7.00	14.00
Type 1 Fence	280 rods	5.00	1,400.00
Coarse Crushed Material in Base	83,900 tons	0.70	58,730.00
3/4" - 0 Material in Base	30,300 tons	0.70	21,210.00
Sprinkling	2,150 M-gal.	2.00	4,300.00
Preparation of Base	All Required		2,500.00
3/4" - 0 Material in Binder Course	1,360 cu. yds.	2.40	3,264.00
Furnish. and Placing Aggregates	3,150 cu. yds.	2.40	7,560.00
RC-3 Asphalt	220 tons	42.00	9,240.00
120-150 Asphalt	250 tons	39.50	9,875.00
RS-1 Asphalt	70 tons	44.00	3,080.00
Asphaltic Concrete Mixture	40,800 tons	2.70	110,160.00
85-100 Asphalt in Mixture	2,450 tons	31.00	75,950.00
RS-1 Asphalt in Tack	10 tons	60.00	600.00
Asphaltic Concrete Traffic Markers	560 tons	1.00	560.00
			$548,037.00
Flagging (57½% of Contractor's Cost)	All Required		2,500.00
Seeding and Mulching	All Required		4,050.00
Install Reflector Buttons on Existing Sight Posts	All Required		150.00
Project Limit Signing			500.00
			$555,237.00

Type Code Y002
Traffic Signs (Contract No. 5550)

Removal of Existing Sign Installations	All Required	$	$ 1,000.00
Structural Excavation	35 cu. yds.	17.10	598.50
Class "A" Concrete (13 cu. yds.)	All Required		760.00

Metal Sign Supports	All Required	$	$ 3,825.00
Wood Sign Posts	All Required		1,350.00
Type "A" Signs in Place	1,035 sq. ft.	7.80	8,073.00
Type "B" Signs in Place	32 sq. ft.	7.80	249.60
Type "C" & "D" Signs in Place	267 sq. ft.	5.09	1,359.03
Type "F" & "G" Signs in Place	111 sq. ft.	4.98	552.78
Type "J" Signs in Place	13 sq. ft.	8.90	115.70
			$ 17,883.61
Flagging (57½% of Contractor's Cost)	All Required		100.00
			$ 17,983.61
	Subtotal		$573,220.61
	10% Engr. & Cont.		57,322.06
	Total		$630,542.67

Type Code X221
Taylor Subdivision Grade Separation Widening Br. #7550-A (Sta. 2115+63.83 to Sta. 2116+13.83) (Contract No. 5512)

Structural Excavation	130 cu. yds.	$10.00	$ 1,300.00
Furnish Steel Piling	325 lin. ft.	6.00	1,950.00
Drive Steel Piles	10 only	90.00	900.00
Class "A" Concrete	All Required		14,500.00
Metal Reinforcement	All Required		8,000.00
8-inch Metal Drain Pipe	35 lin. ft.	5.00	175.00
			$ 26,825.00

Type Code X421
Chenoweth Creek Bridge Widening Br. #7553-A (Sta. 2174+04 to Sta. 2175+54) (Contract No. 5512)

Structural Excavation	380 cu. yds.	$10.00	$ 3,800.00
Furnish Steel Piling	300 lin. ft.	6.00	1,800.00
Drive Steel Piles	12 only	85.00	1,020.00
Class "A" Concrete	All Required		31,800.00
Metal Reinforcement	All Required		15,750.00
8-inch Metal Drain Pipe	45 lin. ft.	5.00	225.00
			$ 54,395.00
Signing (Temporary)	All Required		500.00
	Subtotal		$ 81,720.00
	10% Engr. & Cont.		8,172.00
	Total		$ 89,892.00

Length of Roadway - - - - - - - - 5.549 Miles
Length of 3 Structures- - - - - 0.062 Mile
Total Length- - - - - - - - - - - - 5.611 Miles
Cost of Roadway Per Mile- - - - $113,631.76

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 4,500.00	$ 500.00
Roadway	630,542.67	579,500.00	51,042.67
Structures	89,892.00	83,000.00	6,892.00
	$725,434.67	$667,000.00	$58,434.67

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid 3(11)74
Project No. I-80N-11(74)

ROWENA-CHENOWETH CREEK SECTION OF THE
COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 23, 1959

Type Code P. E.

Preliminary Engineering	All	Required		$ 5,000.00

Type Code 6201
Roadway (Sta. 1886+00 to Sta. 2133+00)

Removal of Traffic Markers	All	Required	$	$ 1,000.00
Drainage Excavation, Unclassified	6	Cu. Yds.	5.00	30.00
General Excavation, Unclassified	149,000	Cu. Yds.	0.60	89,400.00
Loading and Placing Topsoil	10,000	Cu. Yds.	1.00	10,000.00
12-Inch Concrete Pipe	170	Lin. Ft.	2.50	425.00
Salvaging and Reinstalling Guard Rail and Median Barrier	5,900	Lin. Ft.	2.00	11,800.00
Metal Guard Rail	6,700	Lin. Ft.	3.00	20,100.00
Metal Median Barrier	30,000	Lin. Ft.	5.00	150,000.00
Salvaging and Stockpiling Sight Posts	56	Only	1.00	56.00
Guide Posts, Type "W-1"	86	Only	4.50	387.00
Guide Posts, Type "Y-2"	66	Only	5.00	330.00
Guide Posts, Type "Y-3"	2	Only	6.50	13.00
Type 1 Fence	280	Rods	5.00	1,400.00
Coarse Crushed Material in Base	83,900	Tons	0.75	62,925.00
3/4" - 0 Material in Base	30,300	Tons	0.85	25,755.00
Sprinkling	2,150	M-Gals.	3.00	6,450.00
Preparation of Base	All	Required		1,500.00
3/4" - 0 Material in Binder Course	1,360	Cu. Yds.	3.00	4,080.00
Furnish and Place Aggregates	3,150	Cu. Yds.	3.00	9,450.00
RC-3 Asphalt	220	Tons	44.00	9,680.00
120-150 Asphalt	250	Tons	42.00	10,500.00
RS-1 Asphalt	70	Tons	45.00	3,150.00
Asphaltic Concrete Mixture	40,800	Tons	3.15	128,520.00
85-100 Asphalt in Mixture	2,450	Tons	36.00	88,200.00
RS-1 Asphalt in Tack Coat	10	Tons	45.00	450.00
Asphaltic Concrete Traffic Markers	560	Tons	1.00	560.00
				$636,161.00

Rowena-Chenoweth Creek Section
Project No. I-80N-11(74)
Sheet No. -2-

		$636,161.00
Flagging (57½% of Contractor's Cost)	All Required	2,500.00
Seeding and Mulching	All Required	4,050.00
Install Reflector Buttons on Existing Sight Posts	All Required	150.00
Project Limit Signing	All Required	500.00
	Subtotal	$643,361.00
	10% Engr. & Cont.	64,336.10
	Total	$707,697.10

Length of Roadway	5.598 Miles	5.548
Length of 3 Structures	~~0.044~~ Miles	0.063
Total Length	5.642 Miles	5.611
Cost of Roadway Per Mile	$126,419.63	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 4,500.00	$ 500.00
Roadway	707,697.10	653,500.00	54,197.10
	$712,697.10	$658,000.00	$54,697.10

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(11)74

ROWENA-CHENOWETH CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 31, 1959

Type Code P. E.

Preliminary Engineering	All Required		$5,000.00

Type Code 6201
Roadway (Sta. 1886+00 to Sta. 2183+00)

Removal of Traffic Markers	All Required	$	$ 1,000.00
Drainage Excavation, Unclassified	6 cu. yds.	5.00	30.00
General Excavation, Unclassified	149,000 cu. yds.	.60	89,400.00
Loading and Placing Topsoil	10,000 cu. yds.	1.00	10,000.00
12-inch Concrete Pipe	170 lin. ft.	2.50	425.00
Salvaging and Reinstalling Guard Rail and Median Barrier	5,900 lin. ft.	2.00	11,800.00
Metal Guard Rail	6,700 lin. ft.	3.00	20,100.00
Metal Median Barrier	30,000 lin. ft.	5.00	150,000.00
Salvaging and Stockpiling Sight Posts	56 only	1.00	56.00
Guide Posts, Type "W-1"	86 only	4.50	387.00
Guide Posts, Type "Y-2"	66 only	5.00	330.00
Guide Posts, Type "Y-3"	2 only	6.50	13.00
Type 1 Fence	280 Rods	5.00	1,400.00
Coarse Crushed Material in Base	83,900 tons	.75	62,925.00
3/4" - 0 Material in Base	30,300 tons	.85	25,755.00
Sprinkling	2,150 M-gals.	3.00	6,450.00
Preparation of Base	All Required		1,500.00
3/4" - 0 Material in Binder Course	1,360 cu. yds.	3.00	4,080.00
Furnish and Placing Aggregates	3,150 cu. yds.	3.00	9,450.00
RC-3 Asphalt	220 tons	44.00	9,680.00
120-150 Asphalt	250 tons	42.00	10,500.00
RS-1 Asphalt	70 tons	45.00	3,150.00
Asphaltic Concrete Mixture	40,800 tons	2.25	91,800.00
85-100 Asphalt in Mixture	2,450 tons	36.00	88,200.00
RS-1 Asphalt in Tack	10 tons	45.00	450.00
Asphaltic Concrete Traffic Markers	560 tons	1.00	560.00
			$599,441.00
Flagging (57½% of Contractor's Cost	All Required		2,500.00
Seeding & Mulching	All Required		4,050.00
Install Reflector Buttons on Existing Sight Posts	All Required		150.00
Project Limit Signing			500.00
	Subtotal		$606,641.00
	10% Engr. & Cont.		60,664.10
	Total		$667,305.10

Length of Roadway	5.548 Miles
Length of 3 Structures	0.063 Mile
Total Length	5.611 Miles
Cost of Roadway per Mile	$120,278.49

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 4,500.00	$ 500.00
Roadway	667,305.10	616,000.00	51,305.10
	$672,305.10	$620,500.00	$51,805.10

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(11)74

ROWENA-CHENOWETH CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 21, 1959

Type Code P. E.

Preliminary Engineering	All Required	$	$ 5,000.00

Type Code 6201
Roadway (Sta. 1886+00 to Sta. 2183+00)(Contract No. 5461)

Removal of Traffic Markers	All Required	$	$ 500.00
Drainage Excavation, Unclassified	6 cu. yds.	5.00	30.00
General Excavation, Unclassified	149,000 cu. yds.	0.60	89,400.00
Loading and Placing Topsoil	10,000 cu. yds.	0.50	5,000.00
12-inch Concrete Pipe	170 lin. ft.	2.10	357.00
Salvaging and Reinstalling Guard Rail and Median Barrier	5,900 lin. ft.	1.25	7,375.00
Metal Guard Rail	6,700 lin. ft.	2.40	16,080.00
Metal Median Barrier	30,000 lin. ft.	4.00	120,000.00
Salvaging and Stockpiling Sight Posts	56 only	2.00	112.00
Guide Posts, Type "W-1"	86 only	4.00	344.00
Guide Posts, Type "Y-2"	66 only	6.00	396.00
Guide Posts, Type "Y-3"	2 only	7.00	14.00
Type 1 Fence	280 rods	5.00	1,400.00
Coarse Crushed Material in Base	83,900 tons	0.70	58,730.00
3/4" - 0 Material in Base	30,300 tons	0.70	21,210.00
Sprinkling	2,150 M-gal.	2.00	4,300.00
Preparation of Base	All Required		2,500.00
3/4" - 0 Material in Binder Course	1,360 cu. yds.	2.40	3,264.00
Furnishing and Placing Aggregates	3,150 cu. yds.	2.40	7,560.00
RC-3 Asphalt	220 tons	42.00	9,240.00
120-150 Asphalt	250 tons	39.50	9,875.00
RS-1 Asphalt	70 tons	44.00	3,080.00
Asphaltic Concrete Mixture	40,800 tons	2.70	110,160.00
85-100 Asphalt in Mixture	2,450 tons	31.00	75,950.00
RS-1 Asphalt in Tack	10 tons	60.00	600.00
Asphaltic Concrete Traffic Markers	560 tons	1.00	560.00
			$548,037.00
Flagging (57½% of Contractor's Cost)	All Required		2,500.00
Seeding and Mulching	All Required		4,050.00
Install Reflector Buttons on Existing Sight Post	All Required		150.00
Project Limit Signing			500.00
	Subtotal		$555,237.00
	10% Engr. & Cont.		55,523.70
	Total		$610,760.70

Type Code X221
Taylor Subdivision Grade Separation Widening Br. #7550-A
(Sta. 2115+53.83 to Sta. 2116+43.83)

Structural Excavation	130 cu. yds.	$7.00	$ 910.00
Furnish Steel Piling	325 lin. ft.	5.00	1,625.00
Drive Steel Piles	10 only	70.00	700.00
Class "A" Concrete	All Required		18,150.00
Metal Reinforcement	All Required		8,640.00
8-inch Metal Drain Pipe	35 lin. ft.	4.00	140.00
			$ 30,165.00

Type Code X421
Chenoweth Creek Bridge Widening Br. #7553-A (Sta. 2174+04 to Sta. 2175+54)

Structural Excavation	380 cu. yds.	$7.00	$ 2,660.00
Furnish Steel Piling	300 lin. ft.	5.00	1,500.00
Drive Steel Piles	12 only	70.00	840.00
Class "A" Concrete	All Required		35,100.00
Metal Reinforcement	All Required		16,380.00
8-inch Metal Drain Pipe	45 lin. ft.	4.00	180.00
			$ 56,660.00
Signing (Temporary)	All Required		500.00
	Subtotal		$ 87,325.00
	10% Engr. & Cont.		8,732.50
	Total		$ 96,057.50

Length of Roadway - - - - - - - - 5.549 Miles
Length of 3 Structures- - - - - 0.062 Mile
Total Length- - - - - - - - - - 5.611 Miles
Cost of Roadway Per Mile- - - - $110,066.80

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 4,500.00	$ 500.00
Roadway	610,760.70	564,000.00	46,760.70
Structures	96,057.50	88,500.00	7,557.50
	$711,818.20	$657,000.00	$54,818.20

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(11)74

ROWENA-CHENOWETH CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 26, 1959

Type Code P.E.

Preliminary Engineering	All	Required		$ 5,000.00

Type Code 6201
Roadway (Sta. 1886+00 to Sta. 2183+00)(Contract No. 5461)

Removal of Traffic Markers	All	Required		$ 500.00
Drainage Excavation, Unclassified	6	cu.yds.	$ 5.00	30.00
General Excavation, Unclassified	149,000	cu.yds.	.60	89,400.00
Loading and Placing Topsoil	10,000	cu.yds.	.50	5,000.00
12-inch Concrete Pipe	170	lin.ft.	2.10	357.00
Salvaging and Reinstalling Guard Rail and Median Barrier	5,900	lin.ft.	1.25	7,375.00
Metal Guard Rail	6,700	lin.ft.	2.40	16,080.00
Metal Median Barrier	30,000	lin.ft.	4.00	120,000.00
Salvaging and Stockpiling Sight Posts	56	only	2.00	112.00
Guide Posts, Type "W-1"	86	only	4.00	344.00
Guide Posts, Type "Y-2"	66	only	6.00	396.00
Guide Posts, Type "Y-3"	2	only	7.00	14.00
Type 1 Fence	280	rods	5.00	1,400.00
Course Crushed Material in Base	83,900	tons	.70	58,730.00
3/4" - 0 Material in Base	30,300	tons	.70	21,210.00
Sprinkling	2,150	M-gal.	2.00	4,300.00
Preparation of Base	All	Required		2,500.00
3/4" - 0 Material in Binder Course	1,360	cu.yds.	2.40	3,264.00
Furnish and Placing Aggregates	3,150	cu.yds.	2.40	7,560.00
RC-3 Asphalt	220	tons	42.00	9,240.00
120-150 Asphalt	250	tons	39.50	9,875.00
RS-1 Asphalt	70	tons	44.00	3,080.00
Asphaltic Concrete Mixture	40,800	tons	2.70	110,160.00
85-100 Asphalt in Mixture	2,450	tons	31.00	75,950.00
RS-1 Asphalt in Tack	10	tons	60.00	600.00
Asphaltic Concrete Traffic Markers	560	tons	1.00	560.00
				$548,037.00
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
Seeding & Mulching	All	Required		4,050.00
Install Reflector Buttons on Existing Sight Posts	All	Required		150.00
Project Limit Signing				500.00
				$555,237.00

Type Code X002
Traffic Signs

Removal of Existing Sign Installations	All Required		$ 100.00
Structural Excavation	35 cu. yds.	$12.00	420.00
Class "A" Concrete (13 cu. yds. at $65)	All Required		850.00
Metal Sign Supports	All Required		2,970.00
Wood Sign Posts	All Required		2,700.00
Type "A" Signs in Place	1,035 sq. ft.	9.00	9,315.00
Type "B" Signs in Place	32 sq. ft.	9.00	288.00
Type "C" & "D" Signs in Place	267 sq. ft.	4.50	1,201.50
Type "F" & "G" Signs in Place	111 sq. ft.	4.75	527.25
Type "J" Signs in Place	13 sq. ft.	6.00	78.00
			$ 18,449.75
	Subtotal		$573,686.75
	10% Engr. & Cont.		57,368.67
	Total		$631,055.42

Type Code X221
Taylor Subdivision Grade Separation Widening, Br. #7550-A (Sta. 2115+53.83 to Sta. 2116+43.83) (Low Bid Prices)

Structural Excavation	130 cu. yds.	$10.00	$ 1,300.00
Furnish Steel Piling	325 lin. ft.	6.00	1,950.00
Drive Steel Piles	10 only	90.00	900.00
Class "A" Concrete	All Required		14,500.00
Metal Reinforcement	All Required		8,000.00
8-inch Metal Drain Pipe	35 lin. ft.	5.00	175.00
			$ 26,825.00

Type Code X421
Chenoweth Creek Bridge Widening, Br. #7553-A (Sta. 2174+04 to Sta. 2175+54) (Low Bid Prices)

Structural Excavation	380 cu. yds.	$10.00	$ 3,800.00
Furnish Steel Piling	300 lin. ft.	6.00	1,800.00
Drive Steel Piles	12 only	85.00	1,020.00
Class "A" Concrete	All Required		31,800.00
Metal Reinforcement	All Required		15,750.00
8-inch Metal Drain Pipe	45 lin. ft.	5.00	225.00
			$ 54,395.00
Signing (Temporary)	All Required		500.00
	Subtotal		$ 81,720.00
	10% Engr. & Cont.		8,172.00
	Total		$ 89,892.00

Length of Roadway.	5.549 miles
Length of 3 Structures	0.062 mile
Total Length	5.611 miles
Cost of Roadway per mile	$113,724.17

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 4,500.00	$ 500.00
Roadway	631,055.42	582,500.00	48,555.42
Structure	89,892.00	83,000.00	6,892.00
	$725,947.42	$670,000.00	$55,947.42

E. Trail 5461

Monthly Transaction No. RECEIVED AUG [illegible] 1959 9-66	For 2 (9-12 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e Oregon
		County Wasco
Project Report No. FILING [illegible]	FEDERAL-AID PROJECT AGREEMENT	Project No. I-80N-3(11)74

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5461

Project termini

Rowena to Chenoweth Creek

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering	6-5-57	---
Rights-of-Way		
Construction	3-27-59	
Other (*Specify*)		

FUNDS

Estimated total cost of project $ 705,653	Federal funds $ 651,300

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
~~Deputy~~ State Highway Engineer
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~BY~~ C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by
Division Engineer August 13, 1959

August 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Department
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Rowena-Chenoweth Creek Section, Project No. I-80N-3(11)74.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

July 31, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Rowena-Chenoweth Creek Section, Project No. I-80N-3(11)74.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(11)74

ROWENA-CHENOWETH CREEK SECTION OF THE
COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 31, 1959

Type Code P. E.

Preliminary Engineering	All Required		$ 5,000.00

Type Code 6201
Roadway (Sta. 1886+00 to Sta. 2183+00)(Contract No. 5461)

Removal of Traffic Markers	All Required		$ 500.00
Drainage Excavation, Unclassified	6 cu. yds.	$ 5.00	30.00
General Excavation, Unclassified	149,000 cu. yds.	0.60	89,400.00
Loading and Placing Topsoil	10,000 cu. yds.	0.50	5,000.00
18-inch Concrete Pipe	170 lin. ft.	2.10	357.00
Salvaging and Reinstall Guard Rail and Median Barrier	5,900 lin. ft.	1.25	7,375.00
Metal Guard Rail	6,700 lin. ft.	2.40	16,080.00
Metal Median Barrier	30,000 lin. ft.	4.00	120,000.00
Salvaging and Stockpiling Sight Posts	56 only	2.00	112.00
Guide Posts, Type "W-1"	86 only	4.00	344.00
Guide Posts, Type "Y-2"	66 only	6.00	396.00
Guide Posts, Type "Y-3"	2 only	7.00	14.00
Type 1 Fence	280 rods	5.00	1,400.00
Coarse Crushed Material in Base	83,900 tons	0.70	58,730.00
3/4" - 0 Material in Base	30,300 tons	0.70	21,210.00
Sprinkling	2,150 M-gals.	2.00	4,300.00
Preparation of Base	All Required		2,500.00
3/4" - 0 Material in Binder Course	1,360 cu. yds.	2.40	3,264.00
Furnish and Placing Aggregates	3,150 cu. yds.	2.40	7,560.00
RC-3 Asphalt	220 tons	42.00	9,240.00
120-150 Asphalt	250 tons	39.50	9,875.00
RS-1 Asphalt	70 tons	44.00	3,080.00
Asphaltic Concrete Mixture	40,800 tons	2.70	110,160.00
85-100 Asphalt in Mixture	2,450 tons	31.00	75,950.00
RS-1 Asphalt in Tack	10 tons	60.00	600.00
Asphaltic Concrete Traffic Markers	560 tons	1.00	560.00
			$548,037.00
Flagging (57½% of Contractor's Cost)	All Required		2,500.00
Seeding & Mulching	All Required		4,050.00
Install Reflector Buttons on Existing Sight Post	All Required		150.00
Project Limit Signing			500.00
	Subtotal		$555,237.00
	10% Engr. & Cont.		55,523.70
	Total		$610,760.70

Type Code Y002 (P. S. & E. Status)
Traffic Signs

Removal of Existing Sign Installations	All Required		$ 100.00
Structural Excavation	35 cu. yds.	$12.00	420.00
Class "A" Concrete (13 cu.yds. at $65.00+)	All Required		850.00
Metal Sign Supports	All Required		2,970.00
Wood Sign Posts	All Required		2,700.00
Type "A" Signs in Place	1,035 sq. ft.	9.00	9,315.00
Type "B" Signs in Place	32 sq. ft.	9.00	288.00
Type "C" & "D" Signs in Place	267 sq. ft.	4.50	1,201.50
Type "F" & "G" Signs in Place	111 sq. ft.	4.75	527.25
Type "J" Signs in Place	13 sq. ft.	6.00	78.00
	Subtotal		$ 18,449.75
	10% Engr. & Cont.		1,844.97
		Total	$ 20,294.72
		Grand Total	$631,055.42

Type Code X221
Taylor Subdivision Grade Separation Widening Br. #7550-A
(Sta. 2115+93.13 to Sta. 2116+33.23)(Contract No. 5512)

Structural Excavation	130 cu. yds.	$10.00	$ 1,300.00
Furnish Steel Piling	325 lin. ft.	6.00	1,950.00
Drive Steel Piles	10 only	90.00	900.00
Class "A" Concrete	All Required		14,500.00
Metal Reinforcement	All Required		8,000.00
8-inch Metal Drain Pipe	35 lin. ft.	5.00	175.00
			$ 26,825.00

Type Code X421
Chenoweth Creek Bridge Widening Br. #7153-A
(Sta. 2174+04 to Sta. 2175+54)(Contract No. 5512)

Structural Excavation	380 cu. yds.	$10.00	$ 3,800.00
Furnish Steel Piling	300 lin. ft.	6.00	1,800.00
Drive Steel Piles	12 only	85.00	1,020.00
Class "A" Concrete	All Required		31,800.00
Metal Reinforcement	All Required		15,750.00
8-inch Metal Drain Pipe	45 lin. ft.	5.00	225.00
			$ 54,395.00
Signing (Temporary)	All Required		500.00
	Subtotal		$ 81,720.00
	10% Engr. & Cont.		8,172.00
		Total	$ 89,892.00

Length of Roadway - - - - - - - - - - - - 5.549 Miles
Length of 3 Structures- - - - - - - - - - 0.062 Mile
Total Length- - - - - - - - - - - - - - - 5.611 Miles
Cost of Roadway per Mile- - - - - - - - $113,724.17

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Project Agreement			
Preliminary Engineering	$ 5,000.00	$ 4,500.00	$ 500.00
Roadway	610,760.70	563,800.00	46,960.70
Structures	89,892.00	83,000.00	6,892.00
	$705,652.70	$651,300.00	$ 54,352.70
P. S. & E. Status			
Signing	$ 20,294.72	$ 18,700.00	$ 1,594.72
Total	$725,947.42	$670,000.00	$ 55,947.42

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939
State Funds For Maint.: Chap. 529, Laws 1939

A

RECEIVED
SEP 11 1959

FOR FILING
[illegible] 74

5461

September 10, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1-Supplemental, Account No. 224-238, covering additional seeding, mulching and wire netting on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, Contract No. 5461, in connection with Federal Aid Project No. I-80N-3(11)74.

This order is supplemental and in addition to Order for State Force Work No. 1 approved by BPR May 27, 1959. More sand areas in cuts have been encountered than was expected. Wire netting with the mulch seems to be the most satisfactory method of controlling erosion. This supplemental order is to cover overruns in quantities as set up under the original order.

The estimated amount of the overrun is $4,275.00, with Federal participation of $3,800.00.

Your approval of this order as a supplement to Order for State Force Work No 1 on the basis of actual cost under the provisions of PPM 21-6.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

DBP:mfh

Forrest Cooper
Deputy State Highway Engineer

Enc.

A

RECEIVED
JUL 14 1959
FOR FILING

I 80N 3(11)74

5461

July 13, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering relocating two light poles on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, Contract No. 5461 in connection with Federal Aid Project No. I-80N-3(11)74.

Two 35 foot wood poles with lighting fixtures are at present located approximately 20 feet inside of the future pavement. It is necessary that they be relocated so the grading and paving under this contract can be completed.

The original plan was to do this work under a future illumination contract. The poles will need to be moved before the illumination and signing contract is awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:br
Enc.

RECEIVED
JUN 15 1959
FOR FILING

I-80N-3(11)74

5461

June 10, 1959

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Order for Extra Work No. 3
Rowena-Chenoweth Creek Section
Columbia River Highway
Wasco County
Contract No. 5461

Dear Sir:

Reference is made to your letter of June 5 regarding the subject work order, your File No. 08-35.8-DA.

Upon checking with the Highway Division Engineer, we find that fewer of the eight posts would remain in place than was anticipated. The remaining posts would not be in a continuous section and no substantial saving realized in retaining them.

In order to make the job more uniform and to meet all standards, the posts will be replaced with corrugated metal posts.

All copies of the order may be returned without approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

cc: L. H. Young
Dean Swift
M. D. Glenn

2:
IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.8-DA

408 State Highway Bldg.
Salem, Oregon

June 5, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-3(11)74,
Rowena-Chenoweth Creek Section
Order for Extra Work No. 3
dated May 19, 1959

Dear Sir:

Reference is made to subject order and your letter of transmittal dated May 27, 1959.

We would appreciate receiving more information concerning the work contemplated as follows:

1. Will the existing sight posts be in accordance with AASHO standards with the exception of their being concrete instead of metal? For instance, will the height limitation and reflector button size meet approved standards?

2. Will a sufficient number of posts, in a continuous section, remain in place to effect a substantial saving? An estimate of the total money saving involved would also be appreciated.

Edw Porter

Very truly yours,

C. G. Polk
Division Engineer

Porter

• BNH

CON BND TDL 46 6-9-59 100PM

L M YOUNG
PLEASE DESTROY EWO FOR INSTALLING REFLECTOR BUTTONS IN CONCRETE SIGHT POSTS ROWENA-CHENOWITH CREEK. VERY FEW POSTS LEFT HERE AND THEZE X THERE. WILL MAKE THEM UNIFORM WITH CORREGATED METAL POSTS.

DEAN SWIFT

SF1...7.7..

I-SON-3(11)74

When replying, refer to:
08-35.6

5461

408 State Highway Bldg.
Salem, Oregon

May 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-SON-3(11)74, Taylor Subdivision grade separation widening and Chenoweth Creek bridge widening on Romena-Chenoweth Creek Section of the Columbia River Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

Orig. Prater

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JUN 2 1959
FOR FILING

I-80N-3(11)74

5461

May 28, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, Contract No. 5461, in connection with Federal Aid Project No. I-80N-3(11)74.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Ens.

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JUN - 2 1959
FOR FILING
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5461

May 28, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering signing on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, Contract No. 5461, in connection with Federal Aid Project No. I-80N-3(11)74.

This work is necessary for the routing and guidance of traffic during construction. It was an anticipated item and funds were provided in the Project Authorization. It is also included in the Project Agreement.

This is solely for traffic guidance and does not include signs, barricades, lights, warnings, etc., required of the contractor for safety and protection of the workmen and traveling public.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

I 80N 3(11)74

5461

When replying, refer to
08-35.4

408 State Highway Bldg.
Salem, Oregon

May 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-3(11)74, Rowena-Chenoweth Creek, Columbia River Highway
Order for State Force Work, Erosion
Control and Roadside Improvement
Total Estimated Cost $4,050.00
Federal Funds $3,645.00

Dear Sir:

Reference is made to your letter dated May 18, 1959, concerning subject order.

We are approving the use of State Force as being in the public interest for the following reasons:

1. The contractor is not properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

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MAY 28 1959
FOR FILING

I-80N-3(11)74

541

May 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering installation of reflector buttons on existing sight posts on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, Contract No. 5461, in connection with Federal Aid Project No. I-80N-3(11)74.

It will be necessary to install reflector buttons on existing concrete sight posts that will not be removed or replaced by new construction.

This work was anticipated and included in the project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Encl.

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MAY 18 1959

FOR FILING

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5461

May 18, 1959

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1 covering erosion control and roadside improvement on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, Contract No. 5461, in connection with Federal Aid Project No. I-80N-3(11)74.

Seeding, fertilizing and mulching of the cut and fill slopes are necessary for erosion control and roadside improvement. It will also be necessary to cover with wire netting sand cuts which are eroded by high winds.

The contractor is not equipped to do this work, while the State has the necessary special equipment with trained crews. The amount is too small for separate contracting to be economical.

Your approval of this order under the provisions of PPM21-6-3 is requested.

The total estimated amount of the order is $4,050.00 with Federal participation of $3,645.00.

Very truly yours,

W. C. Williams
State Highway Engineer

BY

Forrest Cooper
Deputy State Highway Engineer

Enc.
CN:gh

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FORM 2-123 5M 10-58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAY 11 1959
FOR FILING
I-80N-3(11)
74
5461

May 11, 1959

Rogers Construction, Inc.,
11760 NE Glisan Street
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5461, awarded April 16, 1959,
> for paving the Rowena-Chenoweth Creek
> Section of the Columbia River Highway
> in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

RECEIVED
MAY 11 1959
FOR FILING

I-80N-3(11)
74
5461

May 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 1, 1959, on Contract No. 5461, Rowena-Chenoweth Creek Section, in Wasco County, in connection with Federal Aid Project No. I-80N-3(11)74.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JA:jb

RECEIVED
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FOR FILING
[illegible]

5461

April 24, 1959

Mr. R. H. Brown, District Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5461 for paving work on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County.

In general, this work will not interfere with your company's tracks except for possible blasting operations in rock cut between Stations 1980 and 2003, for which special rock excavation methods are required to protect both railroad and highway traffic as set forth on page 5 of the special provisions. Responsibility for protection of railroad property has been passed on to the contractor as set forth on pages 35, 36 and 37 of the special provisions under the headings "Contractor's Protection of Railroad Property", "Railroad to Protect Its Properties" and "Costs of Protective Services to be Borne by Contractor".

Provisions do not require any additional insurance other than the contractor's regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Mr. G. S. Paxson
Mr. J. W. DeSouza

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FOR FILING

X

OREGON DISTRICT
I-80N-3(11)
74
5461

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4-0

April 16, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5461 for Oregon Project I-80N-3(11)74, Rowena-Chenoweth Creek Section (paving) of the Columbia River Highway, to Rogers Construction, Inc. of Portland, Oregon, low bidder in the amount of $548,037.00 at the April 14, 1959 bid opening.

Very truly yours,

CG Polk
C. G. Polk
Division Engineer

Probert

NOTED

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[illegible] 21 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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59
FOR FILING

[illegible]

5461

April 16, 1959

Rogers Construction Co., Inc.
11700 N. E. Glisan
Portland 20, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5461 for paving on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County.

This award was based on your bid of $548,037, which was the low bid submitted to the Commission on April 14, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

RECEIVED
R 21 1959
FOR FILING

I-80N-3(1)74

5-11

April 16, 1959

Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

We are mailing under separate cover a copy of the Special Provisions and plans for paving work on the Rowena-Chenoweth Creek Section of the Columbia River Highway in Wasco County, bids for which were received in Salem on April 14, 1959.

In general, this work will not interfere with your company's tracks except for possible blasting operations in rock cut between Stations 1980 and 2003 for which special rock excavation methods are required to protect both railroad and highway traffic as set forth on Page 5 of the Special Provisions; responsibility for protection of railroad property has been passed on to the contractor as set forth on Pages 35, 36 and 37 of the Special Provisions under the headings "Contractor's Protection of Railroad Property", "Railroad to Protect Its Properties" and "Costs of Protective Services to be Borne by Contractor".

Provisions do not require any additional insurance other than the contractor's regular insurance coverage.

A copy of the executed contract will be mailed as soon as it is available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:bb

cc: G. S. Paxson
J. W. DeHouse

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

RECEIVED
MAR 1959
FOR FILING

I-80N-3(11)74

When replying, refer to:
08-35.4
5461

408 State Highway Bldg.
Salem, Oregon

March 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-3(11)74
Rowena-Chenoweth Creek Section - Paving
Columbia River Highway

Dear Sir:

We have today approved P. S. and E. documents for subject project. This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

B dist.

NOTED
FORREST COOPER

RECEIVED
MAR 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

F-102(4) The Dalles-Eightmile Cr. 1959
Sec. (Paving)
#5462

JAN 21 1964

FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

January 16, 1964

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.5

By:
L. R. Backlund
Administrative Manager

Original signed by
L. R. Backlund
Admin. Manager

Oregon Project F-102(4)
The Dalles-Eightmile Section
Final Voucher No. 7
Net Amount Claimed - $71,736.00

The subject voucher is being approved for payment in the reduced amount of $70,084.00.

Items deducted are detailed on the attached schedule of exceptions.

Pacific Tel. & Tel.	
Exception No. 1	$1,831.36
State Costs	
Exception No. 1	49.92
2	23.45
3	29.91
4	35.02
5	613.94
Total deduction	$2,583.60
Federal Aid Pro-rata claimed	63.93%
Net deduction in even dollars	$1,652.00

In the event you disagree with the deductions, reclaim may be made in accordance with established procedures.

Attachment

NOTED
LLOYD P. SHAW

original To Young
with Attach.
1-21-64

RECEIVED
JUN 25 1963

FOR FILING

June 24, 1963

Mr. Vernie N. Jarl
2105 S. E. 190th
Gresham, Oregon

Dear Mr. Jarl:

This is in connection with State Highway Contract No. 5462, Federal-Aid Project No. F-102(4), The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County. The work under this contract was completed on May 25, 1960, and accepted on June 2, 1960.

The Highway Department has been severely reprimanded by the Bureau of Public Roads for not preventing unauthorized subcontracting in connection with this work. It seems that surfacing and paving items and guardrail items were performed by subcontract without the approval of this Department.

The Bureau of Public Roads has put the Highway Department on notice that any repetition of such unauthorized subcontracting will bring severe administrative action. While the Bureau has not stated in so many words, it is implied that Oregon might suffer the loss of federal-aid funds if such practices are allowed to continue.

This is to advise that the subcontracting features of all future federal-aid contracts are being carefully watched and that this Department will be forced to take stringent administrative action if unauthorized subcontracting is attempted.

We hope that you will understand our position and in the future will request Highway Department approval on all subcontracts.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
Dean Swift
Bureau of Public Roads

RLP:mx bbc

Vernie N. Jarl, Contractor
Vernon E. Shull, Resident Engineer, Oregon State Highway Department
Unauthorized Subcontracting
False Statements

The project involved in this investigation was F-102(4), consisting of 6.85 miles of grading and bituminous paving. Work was started May 18, 1959, and completed May 25, 1960. The cost of the project was $678,306, and contractor was Vernie N. Jarl, Gresham, Oregon.

Investigation by the Bureau and the State brought out the following facts:

On October 27, 1960, Area Engineer William Schweisow, BPR, Oregon Division Office, conducted the final inspection of this project, at which time he questioned Resident Engineer Vernon E. Shull as to whether or not there were subcontracts on the project, since there were no copies of subcontracts in the State file. According to Shull, he told Mr. Schweisow that he, Shull, assumed that the J. C. Compton Company and the Western Guardrail Company were subcontractors and that he would check with the contractor, Jarl.

On November 17, 1960, the contractor submitted a statement as follows:

"November 17, 1960
The Dalles, Oregon

"To Whom It May Concern

"There were no Sub-Contracts on The Dalles-Eightmile Creek Section, The Dalles-California Highway, Contract No. 5462, Project No. F-102(4).

"All persons who worked on this project were carried on my payroll.

/s/
Vernie Jarl, Contractor

On the same date, the resident engineer submitted a statement as follows:

"The Dalles, Oregon
November 17, 1960

SUBJECT: The Dalles-Eightmile Creek Section
The Dalles-California Highway
Contract No. 5462
Project No. F-102(4)

"TO: Mr. E. A. Pease
Construction Office Engineer
State Highway Dept.
Salem, Oregon

"On the above named project, I mistakenly sent in Payroll

Statements, from others than Vernie Jarl, as being from Sub-Contractors.

"There were no Sub-Contractors on this Project.

/s/
Vernon E. Shull
Resident Engineer"

Subsequent investigation by the State and the Bureau established that there were subcontracts with both the J. C. Compton Company and the Western Guardrail Company on this project.

Contractor Vernie Jarl stated to Bureau investigators that he neglected to submit copies of the subcontracts to the State Highway Department as required. He further advised that Resident Engineer Shull told him that no subcontracts had been submitted and that he, Shull, wanted it in writing from Jarl that he hadn't submitted the subcontracts. Several weeks later, possibly about November 17, 1960, Resident Engineer Shull contacted Jarl again and handed him a statement which stated that there were no subcontracts on the project. Jarl took this to mean that there were no subcontracts submitted on the job and signed the statement. Jarl believes that the second sentence on the statement ("All persons who worked on this project were carried on my payroll.") was not on the statement when he signed it. Jarl pointed out that this was not a true statement and that he had not carried the payrolls of either the J. C. Compton Company or the Western Guardrail Company.

Resident Engineer Shull, in an affidavit given to the Bureau investigators, stated that his diary shows that he talked to Jarl on November 1, 1960, and he believes that he asked Jarl at that time if he had subcontracted any work on this project. Shull continued that Jarl told him either at that time or on November 17, 1960, that he had not subcontracted any of this project and had carried the entire payroll himself. Shull continued that after Jarl submitted his statement of November 17, 1960, Shull wrote a cover memorandum dated the same date and stated in this memorandum that he had mistakenly sent in payroll statements (from J. C. Compton Company and Western Guardrail Company) as being subcontractors and that there were no subcontractors on this job. Shull continued that during the progress of the project he had treated both J. C. Compton and Western Guardrail Companies as bonafide subcontractors and was surprised when Jarl told him that there were no subcontractors on this project. Shull further stated that Jarl told him he had carried all the men from Compton and Western Guardrail on his payroll.

State of Oregon) S
County of Multnomah) S

City Gresham
March 11, 1963

AFFIDAVIT

I, Vernie N. Jarl, 2105 S. E. 190th. Gresham, Oregon make the following voluntary statement in answer to questionaire propounded ~~by~~ by Paul J. Newman and Thomas B. Silcott, who have identified themselves~~th~~ to me as representatives of the Office of Audits and investigations, Bureau of Public Roads, Washington, D. C. I have been advised that I may have an attorney present during this interview; that I do not have to answer any questions that might incriminate me in a crime and that this statement may be used in any manner considered necessary by the Bureau of Public Roads. No promises or threats have been made to or against me and this is a voluntary statement.

I have been conducting my own construction business for about 20 years and I have never had any financial interest in the Western Guardrail Co. of J. C. Compton Co., two firms who did sub-contracting work on The Dalles- Eight mile project in 1959-1960, which was a State Federal project.

I had a signed agreement with Compton and a sub-contract with Western Guardrail and after checking my records I know that each of these firms carried their own pay rolls. paid for materials used and paid their share of the surety bond. I neglected to submit copies of the agreement with Compton and the sub-contract with Western Guardrail to the State Highway Department as required by state specifications.

In about October 1960, when I was working The Dalles-Big Eddy project I was approached by Vernon Shull, State Resident Engineer, on The Dalles-Eight mile job, and who was also Resident Engineer on The Dalles-Big

Eddy project.

Shull told me that no sub-contracts had been submitted to the State and he wanted it in writing from me that I had'nt submitted the sub-contracts. A couple of weeks later, possibly about November 17, 1960, Shull contacted me again, either in his office or on the job and handed me a short note(see copy in BPR possession) which stated there were no sub contracts on the Dalles-Eight mile job. I took this to mean there were no sub-contracts submitted on this job and I signed it. To the best of my knowledge and recollection the second sentence on this note which states "All persons who worked on this project were carried on my payroll" was not on this note when I signed it because it is not a true statement. I did not carry the J. C. Compton Co. payroll nor did I carry the Western Guardrail payroll. I am positive this note was'nt typed in my office, I did'nt have it typed, nor type it and I know Mr. Anderson, my office man did'nt type it. I don't know where it was typed but I'm fairly certain the second sentence heretofore referred to was not on the note when I signed it.

I have read this statement of 2 pages. I have initialled each page and any corrections. It is true and correct to the best of my knowledge and belief, so help me God.

Vernie Jarl

Subscribed and sworn to me this 14 day of March, 1963.

Notary Public
State of Oregon

STATE OF OREGON.
COUNTY OF WASCO.

CITY OF THE DALLES.
MARCH 9th, 1963.

AFFIDAVIT

I, VERNON E. SHULL, 1412 G STREET, THE DALLES, WASCO COUNTY, OREGON RESIDENT ENGINEER, OREGON STATE HIGHWAY DIVISION OFFICE # 4 BOX 420 THE DALLES OREGON MAKE THE FOLLOWING VOLUNTARY STATEMENT TO QUESTIONS PROPOUNDED BY PAUL J. NEWMAN AND THOMAS B. SILCOTT, who have indentified themselves as representatives of the Bureau of Public Roads, Office of Audits and Investigations, Washington D.C. I have been advised that I may have an Attorney present during this interview,. that I do not have to make a statement that would tend to incriminate me in a crime and that this statement may be used against me in Court. No threats nor promises hace been made to or against me and I agree that this statement may be used in any manner deemed advisable by the Bureau of Public Roads.

I have been employed by the State Highway Department since March 28, 1949 and prior to that, worked for a private construction firm, C.J.Montag & Sons, Oregon, foe one year. I was in the U.S. Navy from 1940 to December 1947 and prior to that farmed and worked on odd jobs from 1934 until I enlisted in the Navy.

I was Resident Engineer on Dalled-eight mile project F 102(4),State contract #5462 on which Vernie Jarl was the prime contractor. According ti State records work was started on this job May 18,1959 and was completed May 25,1960. The final inspection was made by William Schwiesow, Area Engineer, Bureau of Public Roads on October 27,1960, at which time he told me substantially, that there were no copies of sub-contracts in the State file and asked if there had been sub-contracts on this job. I believe I told him that J.C.Compton Co, McMinnsville and Western Guardrail Co., Vancouver, Washington were working on the job and also that I assumed they were sub-contracting the work. I told him I would check with Jarl, and I did.

My diary notes show I talked to Jarl on November 1,1960 about another job and I believe, but cannot prove from the record that I asked him at that time if he had subbed any of the Dalles-Eight mile job. I know he told me, either at this time or on November 17,1960 that he had not

* MORE *

subbed any of this job and he had carried the entire payroll himself. He gave me a memo dated Nov. 17, 1960 stating this and I have identified a copy of this memo which is in the possession of the Bureau of Public Roads Represnative.

I wrote a cover memo on Highway Department stationery dated November 17,1960 and stated in this memo that I had mistakingly sent in payroll statements, from other than Vernie Jarl, as being sub-contractors and that there were no sub-contractors on this job. Bureau of Public Roads represenatives have a true copy of this memo, which I acknowledge as having been written by me.

During the course of this job I received several forms PR-808 U.S.Department of Commerce, Bureau of Public Roads- Contractors weekly statements from both J.C.Compton Co. and the Western Guardrail Co. and I sent these into our main office in Salem, Oregon, attention R.L.Porter, Office Engineer. To my best knowledge I sent one in for each of these firms for the weeks they were on the job.

I treated both J.C.Compton and Western Guardrail companies as bonefide sub-contractors on this project and my correspondence file substantiates this. I was surprised when Jarl told me he had no sub-contractors on the Dalles eight mile project and I told him I had weekly payroll statements from the two firms. He said he had carried all the men from Compton and Western Guardrail on his payroll and I told him to give me a statement in writting which he did, November 17,1960, previously identified.

Jarl gave me no payment of any kind for substantiating his memo ~~which~~ with my memo of November 17,1960. He made no promise to recompense me in any way in the future nor did he threaten me in any way.

I figured Jarl had not submitted sub-contracts but had some other agreement with J.C.Compton and Western Guardrail and I figured I had made a mistake in submitting the weekly payroll statements, and I also stated this in my memo of Nov.17,1960.

I am fairly certain I talked to my Division Engineer, about this matter, Mr. Dean Swift, but I cannot recall what he said about the situation.

CONTINUED VERNON E. SHULL AFFIDAVIT

To my recollection I heard no more about this matter either from Mr. Schwiesow of the Bureau of Public Roads or from my Superiors in the Highway Department.

I made no attempt to back-check with the Compton Co or Western Guardrail when Jarl gave me the Nov.17th.1960 note. In the absence of any copies of such contracts in my fileand,when I heard nothing further from the Salem Office to which I had sent my memo of Nov 17,1960, I did nothing further to clarify whether there had been sub-contracts let or not.

I have worked two projects ,as State Resident Engineer, with Jarl and he is presently subbing on a Federal-Aid interstate which is under my supervision. We have always had difficulty getting Jarl to maintain adequate records on his jobs and difficulty in getting him to submit reports on time, I have no reason to question his integrity although I cant explain why he stated he had not [illegible] subbed the Dalles-Eight mile job. At that time, sub-contracts could be submitted to the Resident Engineer or submitted to the Salem Highway office. My files contain no record of any sub-contract between Jarl and Western Guardrail nor of any agreement between them or Compton and Jarl. I have just reviewed a copy of a sub-contract between Western Guardrail and Jarl dated May 28,1959 and a copy of an agreement between Compton and Jarl dated April 14,1959 involving the Dalles Eight Mile Job and I know I never saw the original papers or copies thereof prior to today. Had I known of their existence I would have reacted differently to Jarl's note of Nov. 17,1960. At the present time the Prime contractor must submit copies of his sub-contracts to my office and the possibility of a recurrence of this incident involving determination of sub-contracting has been eliminated.

I have read this statement of three pages and have initialled each page and any corrections. It is true and correct to the best of my knowledge and belief, so help me God.

PAGE # 3

VERNON E. SHULL.

SWORN TO BEFORE ME THIS NINTH DAY OF MARCH 1963

David H Larsen
NOTARY PUBLIC. for Oregon

MY COMMISSION EXPIRES June 11, 1965

RECEIVED
JUN 26 1963
FOR FILING

5462

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D.C.

JUN 14 1963

IN REPLY REFER TO:
31-20.1
Ore. - 11

AIRMAIL

Mr. Forrest L. Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Forrest:

I have your letter of May 20 with regard to two matters, namely, Vernie Jarl and Joseph Dent, which we discussed during our get-together here in Washington on May 14.

#6132

Recalling our conversation, you recommended that no penalty be assigned against Mr. Jarl although it was recognized that he had misrepresented the actual subcontracting provisions of his contract. While we do not propose to initiate any administrative action with regard to Mr. Jarl, it is our feeling that it would be appropriate for you to advise Mr. Jarl by letter that he had evaded that portion of his contract as well as the Oregon State Highway Department specifications. We also feel that in order for a letter of this nature to be effective, Mr. Jarl's attention should be directly called to the fact that any repetition of such activities on his part will result in severe administrative action by the State and the Bureau of Public Roads.

In order that you may be fully informed of the Jarl matter, I am enclosing a summary of our investigative findings and copies of affidavits which were obtained from Mr. Jarl and from State Highway Department Resident Engineer Vernon E. Shull.

In connection with the Joseph W. Dent matter, it appears that Mr. Dent was hired as a fee appraiser to appraise property belonging to a former business associate. The relationship between Mr. Dent and the property owner was known by some State right-of-way personnel at the time. We understand that corrective action has been taken in the form of orders being issued to members of the right-of-way department directing that under no circumstances is anyone to be employed to conduct appraisals when the individual has had close business or social relationships with the property owner involved. We agree that this provides a remedy for the situation that existed and that we do not propose to take any administrative action with regard to Mr. Dent.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

Enclosures - 3

RECEIVED
JUN 17 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 17 1963
OREGON
STATE HIGHWAY COMMISSION

RECEIVED MAR 23 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 22, 1963

Mr. A. [illegible]. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Subject: Investigation of Right of Way Matters by Thomas B. Silcott & Paul J. Newman as Representatives of the Office of Audits and Investigations, Bureau of Public Roads, Washington, D.C.

Dear Mr. Parsons:

Following our discussion of several days ago relative to the method used by the above men in investigating what we consider a minor right of way matter involving a conflict of interest in this State, and their further tactics in investigating the matter involving Vernon Shull, a Resident Engineer of The Dalles, Oregon, I feel compelled to issue instructions to the members of the Legal and Right of Way Department as outlined in the attached letter to them. I am also suggesting that a like notification be sent to all engineering personnel.

I am forwarding to you several copies of the notification, and you will note that exempt from the order issued are the regular employes of the Oregon Regional or Division Office of the Bureau of Public Roads.

As I so vehemently expressed to you the other day, I am most disturbed about the methods used by these two gentlemen, and I say to you that I am confident that such methods were used because, since speaking to you, I have seen copies of affidavits that they had prepared for signature from various people whom they interviewed in the course of their investigation.

As Chief Counsel of this Department and as the legal representative of the Highway Commission and its staff and employes, I now

NOTED
FORREST COOPER

feel it is necessary, in order to insure their protection against improper tactics or investigative methods, that I insist upon being present when my clients are being interrogated. I insist upon this for many reasons, not the least of which is to see that over-eager investigators are not attempting to make a case where none exists.

No one in this Department is more interested than I to learn if any of our employes are utilizing improper tactics or committing improper acts. If they are, we will take swift and proper action against the wrongdoer. By the same token, I will not for one moment stand for investigators attempting to place words in the mouths of the people they are interrogating or endeavoring to force them to admit that they are guilty of some misconduct when, in fact, they are not. In this regard, as I told you, Mr. Shull, the Resident Engineer in The Dalles, Oregon, states, and I believe him, that for two hours these two investigators attempted to persuade him to admit that he accepted money from a contractor to prevent him, Shull, from informing the front office of the contractor's failure to get prior approval on a subcontract.

Since I feel I cannot trust investigators from other offices than your own and the Region, I feel compelled to issue the attached order.

I might also comment that these are the same two gentlemen who neglected to even show me the courtesy of telling me that they were in town when they were going to interrogate members of a division of this Department that is under my supervision.

I was going to write to Mr. Whitton again concerning this, but since thinking it over, I am going to make the report to you, and I assume through you that you will forward it on to those people who would be most concerned.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:jm
cc: Mr. Forrest Cooper
Mr. Glenn L. Jackson
Mr. Kenneth N. Fridley
Mr. David B. Simpson

RECEIVED
MAR 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 26 1963

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 20, 1963
Salem, Oregon

SUBJECT:

To: ALL RIGHT OF WAY EMPLOYES:

The investigation of a minor right of way matter was recently undertaken by two investigative employes from the Washington Office of the Bureau of Public Roads. These men proceeded in their investigation without the courtesy of a call upon the Chief Counsel or Right of Way Engineer, and utilized methods which hardly seem justified.

You are hereby instructed that no statements are to be made about specific transactions, nor are our files to be revealed to any person, whatever his connection, without prior authorization of the Chief Counsel, the Assistant Counsel, or the Right of Way Engineer.

It is our intent that either the Chief Counsel or the Assistant Counsel shall be present at any interviews, interrogations, or other investigations which may be made; and furthermore, to make a determination of which, if any, documents may be removed from the official files of this Department.

This instruction obviously does not apply to proper inquiries from a person with whom we are dealing or have dealt, or to any authorized representative of such a person. Also exempt are regular employes from the Oregon Regional or Division Office of the Bureau of Public Roads.

L. I. Lindas

L. I. LINDAS
Chief Counsel

LIL:jm

NOTED
FORREST COOPER

RECEIVED
MAR 15 1963

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

March 13, 1963

AIR MAIL

Mr. Rex Whitton
Federal Highway Administrator
Bureau of Public Roads
Washington 25, D. C.

Dear Mr. Whitton:

Some time ago, Mr. Charles Mathias, Bureau of Public Roads Division Appraiser, investigated the matter of a possible conflict of interest involving one Joe Dent, an independent fee appraiser of Roseburg, Oregon.

Mr. Dent had been employed by this Department to appraise property belonging to a Mr. Ronald B. Harriman. Facts later came to our attention that Mr. Harriman and Mr. Dent at one time were in business together as partners, although at the time Mr. Dent made his appraisal he was not. Nevertheless, an investigation was made by this Department, Mr. Dent being called to Salem, at which time he was interviewed by myself, our Right of Way Engineer and Mr. Charles Mathias, the Bureau of Public Roads Right of Way Officer. The results of our investigation are fully documented and are in our file. While it might be that Mr. Dent exercised poor judgment in accepting this assignment, I am convinced he was honest in the opinion he rendered.

Later events proved that his evaluation was correct. After the above conference, we employed another independent fee appraiser from Medford, Oregon, to evaluate the property, and his evaluation was in the same area as Mr. Dent. The landowner's appraiser, Mr. James Rodman of Eugene, Oregon, an M.A.I. and a very qualified man who has been used by us on numerous occasions, appraised the property for the landowner. A copy of his appraisal is in our file. The amount reached by Mr. Rodman is in the same area as that reached by Mr. Vandagrift, our second fee appraiser, and Mr. Dent, the man under investigation.

I give you this background because I was later informed by Mr. Mathias that two men comprising an investigation team from Washington were sent out to look into the matter. They did arrive and apparently went directly to Roseburg where they interviewed

NOTED
ERNEST COOPER

our Right of Way Supervisor and one of our Right of Way Appraisers. They may have interviewed Mr. Dent and others of which I do not have any knowledge at this time.

The letter is being written to you simply because I think that these two gentlemen were guilty of at least discourtesy, if nothing else, for their failure to come to my office or to the office of Mr. Walter Wright, our Right of Way Engineer, to interview us in connection with their investigation of the matter. The complete Legal file was in my office, and apparently whatever investigation they made was without the benefit of the complete file, and to that extent at least, cannot be a comprehensive review of this matter. This is not to say that they are not entitled to make an investigation since we welcome it, but I simply think that this Department is entitled to the courtesy of a call when our supposedly partner comes to this State to investigate a matter involving our Department, especially since we are advised they were coming by your Division Office.

I have no knowledge whether they are going to be critical of the affair that was brought to their attention or whether they feel as we do that it is a tempest in a teapot so to speak but, nevertheless, I call this to your attention since I feel that at least we who head the Legal and Right of Way Department, that is, myself and Mr. Wright, should have had an opportunity to express our opinion face-to-face with the gentlemen and to answer any questions that they may have in connection with their investigation.

I thank you for whatever consideration you may give this, and I remain.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:jm
cc: Mr. Forrest Cooper
Mr. Glenn L. Jackson
Mr. Kenneth N. Fridley
Mr. David B. Simpson

RECEIVED
JUL 15 1964

FORM E-20 50M 5-62 43906

FOR FILING

F 102(4)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1963

SUBJECT: Subcontracting
The Dalles-Eightmile Creek
Contract No. 5462 - FAP: F-102(4)

To: Mr. Forrest Cooper
State Highway Engineer

BUILDING

Herewith resume of correspondence relative to subcontracting, and Federal investigation of same, on the subject project.

November 17, 1960 - Statement from Vernie Jarl, prime contractor, that there were no subcontracts on this job.

November 17, 1960 - Letter from Vernon Shull, Resident Engineer, to Construction office stating that payrolls from others than Vernie Jarl submitted in error as there were no subcontracts on this project.

September 6, 1962 - Memorandum from Bureau of Public Roads making an exception in the amount of $206,438.86 for paving, surfacing and guardrail installation and requesting further information as to the status of Western Guardrail and J. C. Compton Company with respect to the prime contractor on the project.

September 19, 1962 - Letter from Cost Analyst to Construction Engineer giving results of investigation of contractor's records, establishing the fact that there were subcontracts on the project but they had not been submitted to the State for approval.

September 21, 1962 - Letter to Bureau of Public Roads from State Highway Engineer stating that unapproved subcontracts did exist but that no additional costs were added to the project and all work was completed expeditiously and to specifications.

September 28, 1962 - Letter from Bureau of Public Roads to State Highway Engineer advising that this matter was forwarded to Regional Office for determination of action to be taken.

NOTED
FORREST COOPER

March 9, 1963 - Statement signed by Vernon Shull, Resident Engineer, to questions posed by Paul J. Newman and Thomas B. Silcott of the Office of Audits and Investigations, wherein he states that he assumed that some sort of subcontract agreement existed between the prime contractor and Western Guardrail and J. C. Compton Company, although there was nothing on record to verify this. Upon receiving Jarl's Memo of November 17, 1960, he sent his letter of the same date stating that there were no subcontracts on the project. He also stated that he received no payments of any kind for substantiating Jarl's statement.

March 11, 1963 - Letter from Resident Engineer Shull to Division Engineer discussing interrogation.

March 22, 1963 - Letter from Chief Counsel L. I. Lindas to Mr. A. W. Parsons, Division Engineer, Bureau of Public Roads, protesting methods used by the investigators in interrogating State employees and noting the orders issued to members of his department relative to any future investigations.

Copies of foregoing correspondence, affidavit and Memos attached.

F. D. Morgan
Construction Engineer

By Maurice N. Juve

Maurice N. Juve
Chief Cost Analyst

MNJ:bjh
Attachments

RECEIVED
MAY 1 - 1963

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

[illegible]

April 30, 1963

Wasco County Court
Courthouse
The Dalles, Oregon

Attention: Hon. James A. Hunt
County Judge

Gentlemen:

The State Highway Commission at its meeting April 25 considered the offer of Wasco County to pay to the State the sum of $28,000 as final settlement on the McClaskey property acquisition on The Dalles-Eightmile Creek Section of US 197.

It was pointed out that Wasco County had purchased considerable right of way on this project in compliance with an agreement entered into previously. In view of the County's cooperative attitude in expending County funds for the construction of this highway section, the Commission accepted the offer of the County to pay the sum of $28,000 on the McClaskey acquisition for which the State paid $40,000 plus acquisition costs of $939.

The Commission asked that their thanks be extended to you, and with concurrence of the County, they will consider the matter closed.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: R. L. Porter ✓
Lloyd Shaw
V. D. Wolfe
C. H. Maison
H. S. Cox
W. T. Wright

NOTED
R. L PORTER

RECEIVED
MAY 1 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 17 1964
FOR FILING

March 22, 1963

Mr. [illegible] Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Subject: Investigation of Right of Way
Matters by Thomas P. Silcott
& Paul J. [illegible] as Representatives of the Office of Audits
and Investigations, Bureau of
Public Roads, Washington, D.C.

Dear Mr. Parsons:

Following our discussion of several days ago relative to the method used by the above men in investigating what we consider a minor right of way matter involving a conflict of interest in this State, and their further tactics in investigating the matter involving Vernon Shult, a Resident Engineer of The Dalles, Oregon, I was compelled to issue instructions to the members of the Legal and Right of Way Department as outlined in the attached letter to them. I am also suggesting that a like notification be sent to our engineering personnel.

I am forwarding to you several copies of the notification, and you will note that exempt from the order issued are the regular employees of the Oregon Regional or Division Office of the Bureau of Public Roads.

As I so vehemently expressed to you the other day, I am most disturbed about the methods used by these two gentlemen, and I say to you that I am confident that such methods were used because, since speaking to you, I have seen copies of affidavits that they had prepared for signature from various people whom they interviewed in the course of their investigation.

As Chief Counsel of this Department and as the legal representative of the Highway Commission and its staff and employees, I now

[illegible]
[illegible], 19[illegible]
Page 2

that it is necessary, in [illegible] their [illegible] parties or investi[illegible], [illegible] I insist [illegible] clients [illegible]. I [illegible], not the [illegible] [illegible]tions are not [illegible] to [illegible].

[illegible] in this [illegible] of our employees are [illegible] acts. If they are, [illegible] investigators [illegible] the people they are [illegible] that they are [illegible]. In this regard, as I [illegible], and I believe [illegible] in The Dalles, [illegible] these two investigators [illegible] that he [illegible] informing the [illegible] of the contractor's [illegible] on a [illegible].

[illegible] I feel I cannot [illegible] investigators [illegible] and the region, I feel compelled to issue the [illegible] order.

I might also comment that there are [illegible] to even show [illegible] members of a division in [illegible] of this [illegible] that is [illegible] division.

I was going to write to [illegible] concerning this, but since thinking it over, I [illegible] the report to you, and I assume through you that you will forward it on to those people who would be most concerned.

Very truly yours,

L. T. L[illegible]
Chief Counsel

LTL:[illegible]
cc: Mr. Forrest Cooper
Mr. Glenn L. Jackson
Mr. Kenneth [illegible]. Fridley
Mr. David B. Simpson

FORM E-30 25M 9-61 52519

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 20, 1963
Salem, Oregon

SUBJECT:

To: ALL LEGAL & RIGHT OF WAY EMPLOYES

The investigation of a minor right of way matter was recently undertaken by two investigative employes from the Washington Office of the Bureau of Public Roads. These men proceeded in their investigation without the courtesy of a call upon the Chief Counsel or Right of Way Engineer, and utilized methods which hardly seem justified.

You are hereby instructed that no statements are to be made about specific transactions, nor are our files to be revealed to any person, whatever his connection, without prior authorization of the Chief Counsel, the Assistant Counsel, or the Right of Way Engineer.

It is our intent that either the Chief Counsel or the Assistant Counsel shall be present at any interviews, interrogations, or other investigations which may be made; and furthermore, to make a determination of which, if any, documents may be removed from the official files of this Department.

This instruction obviously does not apply to proper inquiries from a person with whom we are dealing or have dealt, or to any authorized representative of such a person. Also exempt are regular employes from the Oregon Regional or Division Office of the Bureau of Public Roads.

L. I. Lindas
L. I. LINDAS
Chief Counsel

LIL:jm

RECEIVED
MAR 20 1963
FOR FILING

103.(4)

5462.

REFERRED TO
SHAW
BY DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

The Dalles, Oregon
March 11, 1963

SUBJECT:

NOTED
LLOYD P. SHAW

To: Mr. Dean Swift
Division Engineer
State Highway Dept.
Bend, Oregon

[illegible]

Saturday P.M. March 9, 1963, I spent several hours with Mr. Newman and Mr. Silcott in my office regarding Vernie Jarl's foul-up on Sub-Contracting on The Dalles-Eightmile Job.

They advised me that I could have a lawyer present, but as I do not believe I have comitted a crime and could not see where a lawyer was necessary I gave them the enclosed statement.

I know that I discussed this with you and also with Mr. Schwiesow at the time but have no records at all of just what was said. I do remember that everyone advised me to get a signed statement from Jarl and it would clear me of further involvment. However these BPR men from Washington take a very dim view of my actions and questioned me for hours as to whether or not Jarl paid me off.

These same two men questioned Jarl yesterday and its hard to tell what Jarl told them. They will also contact Mr. Schwiesow and maybe you. I did not remember, with any certainty, who else I talked to about this in Salem, so mentioned no other names.

Mr. Newman did most of the talking and indicated that he considers my statement to be weak.

My main concern at this time is to know what reaction I can expect from yourself and other Highway officials. Mr. Newman also indicated that there would be some sort of prosecution with possible barring of either Jarl and (or) myself from any further work involving Federal Aide money. If I am required to stand trial can I expect the services of a Highway Dept. lawyer or will I be fired and thrown to the dogs.

Please advise.

Vernon E. Shull
Vernon E. Shull
Resident Engineer

Mr Cooper
Copy handed to
A.W. Parsons BPR,
3-21-63 by
Mr. Cooper

NOTED
FORREST COOPER

STATE OF OREGON.
COUNTY OF WASCO.

CITY OF THE DALLES.
MARCH 9th, 1963.

AFFIDAVIT

1, VERNON E. SHULL, 1412 G STREET, THE DALLES, WASCO COUNTY, OREGON RESIDENT ENGINEER, OREGON STATE HIGHWAY DIVISION OFFICE # 4 BOX 420 THE DALLES OREGON MAKE THE FOLLOWING
V
VOLUNTARY STATEMENT TO QUESTIONS PROPOUNDED BY PAUL J. [illegible] AND THOMAS B. SILCOTT, who have indentified themselves as representatives of the Bureau of Public Roads, Office of Audits and Investigations, Washington D.C. I have been advised that 1 am may have an Attorney present during this interview, that 1 do not have to make a statement that would tend to incriminate me in a crime and that this statement may be used against me in Court. No threats nor promises hace been made to or against me and 1 agree that this statement may be used in any manner deemed advisable by the Bureau of Public Roads.

I have been employed by the State Highway Department since March 28, 1949 and prior to that, worked for a private construction firm, C.J.Montag & Sons, Oregon, roe one year. I was in the U.S. Navy from 1940 to December 1947 and prior to that farmed and worked on odd jobs from 1934 until 1 enlisted in the Navy.

I was Resident Engineer on Dalles-eight mile project F 102(4),State contract #5462 on which Vernie Jarl was the prime contractor. According to State records work was started on this job May 18,1959 and was completed May 25,1960. The final inspection was made by William Schwiesow, Area Engineer, Bureau of Public Roads on October 27,1960, at which time he told me substantially, that there were no copies of sub-contracts in the State file and asked if there had been sub-contracts on this job. I believe I told him that J.C.Compton Co, McMinnsville and Western Guardrail Co., Vancouver, Washington were working on the job and also that I assumed they were sub-contracting the work. I told him I would check with Jarl, and I did.

My diary notes show I talked to Jarl on November 1,1960 about another job and I believe, but cannot prove from the record that I asked him at that time if he had subbed any of the Dalles-Eight mile job. I know he told me, either at this time or on November 17,1960 that he had not

* MORE *

CONTINUED : VERNON E. SHULL AFFIDAVIT

subbed any of this job and he had carried the entire payroll himself. He gave me a memo dated Nov. 17, 1960 stating this and I have identified a copy of this memo which is in the possession of the Bureau of Public Roads Represnative.

I wrote a cover memo on Highway Department stationery dated November 17,1960 and stated in this memo that I had mistakingly sent in payroll statements, from other than Vernie Jarl, as being sub-contractors and that there were no sub-contractors on this job. Bureau of Public Roads represenatives have a true copy of thi' memo, which I acknowledge as having been written by me.

During the course of this job I received several forms PR-808 U.S.Department of Commerce, Bureau of Public Roads- Contractors weekly statements from both J.C.Compton Co. and the Western Guardrail Co. and I sent these into our main office in Salem, Oregon, attention R.L.Porter, Office Engineer. To my best knowledge I sent one in for each of these firms for the weeks they were on the job.

I treated both J.C.Compton and Western Guardrail companies as bonefide sub-contractors on this project and my correspondence file substantiates this. I was surprised when Jarl told me he had no sub-contractors on the Dalles eight mile project and I told him I had weekly payroll statements from the two firms. He said he had carried all the men from Compton and Western Guardrail on his payroll and I told him to give me a statement in writting which he did, November 17,1960,previously identified.

Jarl gave me no payment of any kind for substantiating his memo ~~which~~ with my memo of November 17,1960. He made no promise to recompense me in any way in the future nor did he threaten me in any way.

I figured Jarl had not submitted sub-contracts but had some other agreement with J.C.Compton and Western Guardrail and I figured I had made a mistake in submitting the weekly payroll statements, and I also stated this in my memo of Nov.17,1960.

I am fairly certain I talked to my Division Engineer,about this matter, Mr. Dean Swift, but I cannot recall what he said about the situation.

- MORE *

US

CONTINUED VERNON E. SHULL AFFIDAVIT

To my recollection I heard no more about this matter either from Mr. Schwiesow of the Bureau of Public Roads or from my Superiors in the Highway Department.

I made no attempt to back-check with the Compton Co or Western Guardrail when Jarl gave me the Nov.17th.1960 note. In the absence of any copies of such contracts in my fileand, when I heard nothing further from the Salem Office to which I had sent my memo of Nov 17,1960, I did nothing further to clarify whether there had been sub-contracts let or not.

I have worked two projects ,as State Resident Engineer, with Jarl and he is presently subbing on a Federal-Aid interstate which is under my supervision. We have always had difficulty getting Jarl to maintain adequate records on his jobs and difficulty in getting him to submit reports on time, I have no reason to question his integrity although I cant explain why he stated he had not ~~state~~ subbed the Dalles-Eight mile job. At that time, sub-contracts could be submitted to the Resident Engineer or submitted to the Salem Highway office. My files contain no record of any sub-contract between Jarl and Western Guardrail nor of any agreement between then or Compton and Jarl. I have just reviewed a copy of a sub-contract between Western Guardrail and Jarl dated May 28,1959 and a copy of an agreement between Compton and Jarl dated April 14,1959 involving the Dalles Eight Mile Job and I know I never saw the original papers or copies thereof prior to today. Had I known of their existence I would have reacted differently to Jarl's note of Nov. 17,1960. At the present time the Prime contractor must submit copies of his sub-contracts to my office and the possibility of a recurrence of this incident involving determination of sub-contracting has been eliminated.

I have read this statement of three pages and have initialled each page and any corrections. It is true and correct to the best of my knowledge and belief, so help me God.

Vernon E. Shull

PAGE # 3

VERNON E. SHULL.

SWORN TO BEFORE ME THIS NINTH DAY OF MARCH 1963

MY COMMISSION ESPIRES ____________

____
NOTARY PUBLIC.

RECEIVED
OCT 2 1962
FOR FILING

3466

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 28, 1962

Attention: Mr. R. L. Porter

A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Subcontracting
Oregon Project F-102(4)
The Dalles-Eight Mile Creek Section

We have forwarded to the Regional office all documents pertaining to the unauthorized subcontracting work on this project for administrative determination of the action to be taken. In our transmittal we have stressed the desire of your office to be advised as soon as possible what disposition will be taken in this matter.

In addition to the unauthorized subcontracting encountered in this project, we have also forwarded information concerning possible unauthorized subcontracting disclosed in recent audits made on the following projects:

Federal Aid Parcel No.	State Contract No.	State Section	Amount Involved
F-156(6)	5057	Sandy-Alder Creek	$493,824.15
F-109(10)	5584	Davis Slough-Bullards Bridge	130,929.76
I-80N-3(11)74	5461	Rowena-Chenoweth Creek	103,749.64

We are advising you of this action to provide you with the opportunity to make necessary inquiry as you deem necessary to obtain additional information concerning these subcontracts. Copies of exception documents are attached for your information concerning the subcontracting work involved.

Attachments

original to Young
with attachments
copy to Young
10-2-62

NOTED
R. L. PORTER

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SEP 21 1962
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F-182(4)

5462

September 21, 1962

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: The Dalles-Eightmile Creek Section
The Dalles-California Highway
Wasco County
Contract 5462
F-182(4)

Dear Sir:

Reference is made to your letter of September 20, 1962, by which we were informed that the Bureau's auditors have taken an exception in the amount of $[illegible] which covers the value of paving and guardrail work on this contract. They feel that information in the files would indicate that said paving and guardrail work were performed by unapproved subcontracts. You asked that we investigate this matter and report to you on four specific points.

This Department has investigated the records of the parties concerned and reports as follows:

(1) The prime contractor did not carry on his payroll persons involved in the construction of the guardrail and the bituminous paving.

(2) J. C. Compton Co. of McMinnville, paid for the asphalt, and Western Guard Rail Inc. paid for the guardrail material and eight posts.

(3) It is impossible to state that fees or commissions, as such, were paid either to J. C. Compton Co. or Western Guard Rail Inc. The record shows that Western Guard Rail Inc. performed Item 4 for $[illegible] per lineal foot, whereas the prime contractor bid $[illegible] per lineal foot; that they performed Item 5 for $4 each, which is the identical amount of the prime contract; and that they performed Item 6 for $4.60 each, as against a bid of $4.50 each on the prime contract. There is a statement that Western Guard Rail Inc. paid some share of the contract bond, the amount thereof is unknown.

The record indicates that a portion of Item 11 was performed by J. C. Compton Co., that they performed a portion of Item 12, that they performed Item 13 at the bid price of $42 per ton, that they performed Item 14 at the bid price of $39 per ton, that they performed Item 15 at the bid price of $42 per ton, that they performed Item 16 at the bid price of $25 per ton, that they performed a portion of Item 17, that they performed Item 18 at the bid price of $32 per ton, and that they performed Item 19 at the bid price of 75 cents per lineal foot.

(4) The guardrail was paid for at the unit prices indicated above under terms of a subcontract dated May 28, 1959, between the subcontractor, Western Guard Rail Inc. and the prime contractor, Vernie Jarl. This subcontract was not submitted to, nor was it approved by, the Highway Department. The J. C. Compton Co. was paid as was indicated above, which is in line with a quotation submitted by them to Vernie Jarl on April 14, 1959. It might be that this quotation is a subcontract; it was not presented to, nor was it approved by this Department.

We are at a loss to know why the subcontracts were not submitted to this Department and approval therefor requested. All of the firms involved are competent and enjoy good reputations. There would have been no question that this Department would have endorsed its approval. The amount subcontracted is less than 50 percent of the contract amount. The matter is further compounded because of the statement made by the prime contractor, Vernie Jarl, that none of the work on this project was performed by subcontractors.

This procedure is a violation of Section 1.8.1 of the Highway Department's standard specifications, and had it been discovered during the life of the contract, the Highway Department may have had some remedy. This work, however, has been completed, accepted, and the road opened for traffic for some little time, and at the moment the Highway Department is without recourse for any type of recovery in connection with the violation.

It is requested that the Bureau of Public Roads advise this Department at the earliest possible date of what disposition it intends to take in this matter. Unless this Department can show some positive damage, it is without any means of recovery against the contractor.

It must be admitted that there has been a technical violation of one of the provisions of the contract, however, it does not appear that the public interest has been jeopardized. The Highway Department received five bids for this work, which were as follows:

Vernie Jarl	$574,469.90
Ray L. Houck	609,548.00
Newport Construction Company	732,601.00
Compton, Slate, and Hall	751,424.00
J. H. Cooley	753,490.00

These bidders are all reputable firms and it appears that the State of Oregon and the Bureau of Public Roads received a favorable price for this work. It further appears, because of the unauthorized subcontracting, no additional costs were added to the project and all work was completed expeditiously and to specification.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Assistant State Highway Engineer

RLP:mjw

cc Forrest Cooper
L. I. Lindas
F. B. Morgan
Dean Swift

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UU SEP 10 1962
FOR FILING

477 Cottage Street N.E.
Salem, Oregon

September 6, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Attention: R. L. Porter

A. W. Parsons, Division Engineer
Salem, Oregon

Subcontracting
Oregon Project F-102(4)
The Dalles-Eightmile Creek Section

Our audit of the final claim on the above referenced project disclosed some inconsistencies relating to whether the bituminous paving work and guard rail installation were performed by subcontractors.

The records included a statement from the contractor, Vernie Jarl, that there were no subcontractors on the job and a similar statement from the resident engineer. The weekly reports for the periods 6/6/59 to 5/28/60 had 25 instances where reference was made to Western Guard Rail installing posts, hanging guard rail and painting, and J. C. Compton Company shooting binder, setting up hot plant, paving, moving in equipment and doing bituminous surfacing. In addition, the invoices for asphalt from the American Bitumuls and Asphalt Company, in the amount of $43,040.55, indicated sale to J. C. Compton.

An exception in the amount of $206,438.86 has been taken by the auditor for the paving, surfacing and guard rail installation mentioned above. Before taking final action we will need further information as to the status of Western Guard Rail and J. C. Compton Company with respect to the prime contractor on this project.

Referring to the conversation held on 9/5/62 between Messrs. Porter, Klaboe and Young of your staff and Parsons and Backlund of this office, agreement was reached that further inquiry into this matter would be made by your department and that we would be informed as to your findings with respect to the following items:

(1) From a review of the contractor's payroll records, ascertain if all persons involved in the bituminous work and guard rail installation were carried on the prime contractor's payroll, including the supervision of the work.

(2) Determine who paid for the asphalt, guard rail and guard rail posts.

(3) Where any fees or commissions paid to Western Guard Rail and/or J. C. Compton over and above the cost of labor and material.

Original returned to [illegible]
[illegible]

(more)

NOTED
R. L. PORTER

(4) The method of payment for the use of bituminous surfacing and paving equipment, and equipment used in installation of the guard rail.

Although the work involved does not appear to exceed the 50% limitation on subcontracting, neither State nor Bureau records indicate that any subcontracts were in existence or had been approved.

9-13-61 2

Monthly transaction number 9-34	Fo R-2A (5- -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Wasco
Project report number 14		Project number F-102(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **August 14**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project $ **678,306**

Revised Federal funds $ **430,480**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **15** day of **September**, 19**61**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy State Highway Engineer
(Title)

By ______________________
____
(Title)

By ______________________
____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

R. C. Wright
By: R. C. Wright
Administrative Manager

USComm-DC 11170

September 14, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Modification of Project Agreement, signed by a Highway Official, for The Dalles-Eightmile Creek Section, Project No. F-102(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bm

Contract 5462 2-5-60 A

Monthly transaction number

RECEIVED 1-21-60

Project report number

FOR FILING

11 F-102(4)

5462

Fo
(5-

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Oregon

County **Wasco**

Project number **F-102(4)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **August 14**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project $ **668,302**

Revised Federal funds $ **410,000**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **4** day of **February**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

USComm-DC 11170

February 4, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the The Dalles-Eightmile Creek Section, Project No. F-102(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

January 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending four copies of estimate as a basis for modification of project agreement for The Dalles-Eight Mile Creek Section, Project No. F-102(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DAR:sm

Oregon State Highway Department

Federal Aid
Project No. F-102(4)

THE DALLES-EIGHTMILE CREEK SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, January 5, 1960

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 3,000.00

Type Code 6201
Roadway (Sta. 0+82.64 to Sta. 362+50)(Contract No. 5462)

General Excavation, Unclassified	136,000	cu. yds.	$0.78	$106,080.00
Extra for Backfilling Culvert	All	Required		3,000.00
1½-inch Electrical Conduit	180	lin. ft.	1.50	270.00
Metal Guard Rail	28,700	lin. ft.	2.28	65,436.00
Guide Posts, Type "W-1"	40	only	4.00	160.00
White Guide Posts, Double Reflector	120	only	4.50	540.00
Coarse Crushed Material in Base	172,800	tons	1.00	172,800.00
3/4" - 0 Material in Base	24,500	tons	1.10	26,950.00
Sprinkling	3,700	M-gal.	2.00	7,400.00
Preparation of Base	All	Required		1,000.00
3/4" - 0 Material in Binder Course	1,360	cu. yds.	3.65	4,964.00
Furnishing and Placing Aggregates	2,070	cu. yds.	3.75	7,762.50
RC-3 Asphalt	230	tons	42.00	9,660.00
120-150 Asphalt	160	tons	39.00	6,240.00
RS-1 Asphalt	46	tons	42.00	1,932.00
Extra for Oiling Approaches	38	only	25.00	950.00
Asphaltic Concrete Mixture	29,200	tons	3.50	102,200.00
85-100 Asphalt in Mixture	1,750	tons	32.00	56,000.00
Asphaltic Concrete Traffic Markers	1,500	lin. ft.	0.75	1,125.00
				$574,469.50
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Signing (Temporary)	All	Required		500.00
Lighting of Traffic Channelization	All	Required		4,000.00
Work by Pacific Tel. & Tel. Co.	All	Required		15,900.00
				$595,869.50

Signing (Sta. 0+82.64 to Sta. 362+50)(Contract No. 5576)

Removal of Existing Signing	All	Required	$	$ 500.00
Single Post Butterfly Mast Arm Sign Structure	1	only	1,510.00	1,510.00
Metal Sign Posts	All	Required		568.24
Wood Sign Posts	All	Required		749.70
Type "A" Signs in Place	494.8	sq. ft.	7.95	3,933.66
Type "C" and "D" Signs in Place	232.3	sq. ft.	4.95	1,149.89
Type "E" Signs in Place	31.2	sq. ft.	4.95	154.44

Type "J" Signs in Place	70.00 sq. ft.	$5.50	$ 385.00
			$ 8,950.93
	Subtotal		$604,820.43
	10% Engr. & Cont.		60,481.57
		Total	$665,302.00

Length of Roadway - - - - - -	6.831 Miles
Length of 1 Structure - - - -	0.019 Mile
Total Length- - - - - - - - - -	6.850 Miles
Cost of Roadway Per Mile- - -	$97,394.52

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$ 1,200.00
Roadway	665,302.00	408,200.00	257,102.00
	$668,302.00	$410,000.00	$258,302.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

THE DALLES-EIGHTMILE CREEK SECTION

PROJECT NO. F-102(4)

Estimated cost of work by the Pacific Telephone and Telegraph Co.

Labor	$ 8,000.00
Materials	6,300.00
Supplies	400.00
Equipment	1,500.00
Construction Overhead	2,000.00
Right of Way	1,000.00
Salvage Credit	3,300.00 Cr.
	$15,900.00
USE	$15,900.00

Federal Aid
Project No. F-102(4)

Oregon State Highway Department

THE DALLES-EIGHTMILE CREEK SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.

Salem, Oregon, March 24, 1959

Type Code P. E.

Preliminary Engineering		All Required	$	$ 3,000.00

Type Code 6201
Roadway (Sta. 0+82.64 to Sta. 362+50)

General Excavation, Unclassified	136,000	cu. yds.	$0.85	$115,600.00
Extra for Backfilling Culvert	All	Required		500.00
1½-inch Electrical Conduit	180	lin. ft.	2.00	360.00
Metal Guard Rail	28,700	lin. ft.	2.75	78,925.00
Guide Posts, Type W-1	40	only	5.00	200.00
White Guide Posts, Double Reflector	120	only	5.00	600.00
Coarse Crushed Material in Base	172,800	tons	0.95	164,160.00
3/4" - 0 Material in Base	24,500	tons	1.05	25,725.00
Sprinkling	3,700	M-gals.	3.00	11,100.00
Preparation of Base	All	Required		2,000.00
3/4" - 0 Material in Binder Course	1,360	cu. yds.	3.50	4,760.00
Furnishing and Placing Aggregates	2,070	cu. yds.	3.50	7,245.00
RC-3 Asphalt	230	tons	46.00	10,580.00
120-150 Asphalt	160	tons	44.00	7,040.00
RS-1 Asphalt	46	tons	46.00	2,116.00
Extra for Oiling Approaches	38	only	30.00	1,140.00
Asphaltic Concrete Mixture	29,200	tons	2.35	68,620.00
85-100 Asphalt in Mixture	1,750	tons	36.00	63,000.00
Asphaltic Concrete Traffic Markers	1,500	lin. ft.	1.00	1,500.00
				$565,171.00
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Signing	All	Required		500.00
Lighting of Traffic Channelization	All	Required		4,000.00
	Subtotal			$570,671.00
	10% Engr. & Cont.			57,067.10
		Total		$627,738.10

Length of Roadway - - - - - - - - 6.831 Miles
Length of 1 Structure - - - - - - 0.019 Mile
Total Length - - - - - - - - 6.850 Miles
Cost of Roadway Per Mile- - - - $91,895.49

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$ 1,200.00
Roadway	627,738.10	388,200.00	239,538.10
	$630,738.10	$390,000.00	$240,738.10

Oregon State Highway Department

Federal Aid
Project No. F-102(4)

THE DALLES-EIGHTMILE CREEK SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Revised to include Utility Work. Not as a basis for project agreement.)

Salem, Oregon, April 20, 1959

Type Code P.E.

Preliminary Engineering	All Required		$3,000.00

Type Code 6201
Roadway (Sta. 0+82.64 to Sta. 362+50)

General Excavation, Unclassified	136,000	cu. yds.	$ .85	$115,600.00
Extra for Backfilling Culvert	All	Required		500.00
1½" Electrical Conduit	180	lin. ft.	2.00	360.00
Metal Guard Rail	28,700	lin. ft.	2.75	78,925.00
Guide Posts, Type "W-1"	40	only	5.00	200.00
White Guide Posts, Double Reflector	120	only	5.00	600.00
Coarse Crushed Material in Base	172,800	tons	.95	164,160.00
3/4" - 0 Material in Base	24,500	tons	1.05	25,725.00
Sprinkling	3,700	M-gals.	3.00	11,100.00
Preparation of Base	All	Required		2,000.00
3/4" - 0 Material in Binder Course	1,360	cu. yds.	3.50	4,760.00
Furnishing and Placing Aggregates	2,070	cu. yds.	3.50	7,245.00
RC-3 Asphalt	230	tons	46.00	10,580.00
120-150 Asphalt	160	tons	44.00	7,040.00
RS-1 Asphalt	46	tons	46.00	2,116.00
Extra for Oiling Approaches	38	only	30.00	1,140.00
Asphaltic Concrete Mixture	29,200	tons	2.35	68,620.00
85-100 Asphalt in Mixture	1,750	tons	36.00	63,000.00
Asphaltic Concrete Traffic Markers	1,500	lin. ft.	1.00	1,500.00
				$565,171.00
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Signing	All	Required		500.00
Lighting of Traffic Channelization	All	Required		4,000.00
Work by Pacific Telephone & Telegraph Co.	All	Required		20,000.00
Work by Pacific Power & Light Co.	All	Required		1,000.00
		Subtotal		$591,671.00
		10% Engr. & Cont.		59,167.10
		Total		$650,838.10

Length of Roadway	6.831 Miles
Length of 1 Structure	0.019 Mile
Total Length	6.850 Miles
Cost of Roadway per Mile	$95,570.93

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$ 1,200.00
Roadway	650,838.10	400,200.00	250,638.10
	$653,838.10	$402,000.00	$251,838.10

Oregon State Highway Department

Federal Aid
Project No. F-102(4)

THE DALLES-EIGHTMILE CREEK SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, November 10, 1959

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 3,000.00

Type Code 6201
Roadway (Sta. 0+82.64 to Sta. 362+50)(Contract No. 5462)

General Excavation, Unclassified	136,000	cu. yds.	$0.78	$106,080.00
Extra for Backfilling Culvert	All	Required		3,000.00
1½-inch Electrical Conduit	180	lin. ft.	1.50	270.00
Metal Guard Rail	28,700	lin. ft.	2.28	65,436.00
Guide Posts, Type "W-1"	40	only	4.00	160.00
White Guide Posts, Double Reflector	120	only	4.50	540.00
Coarse Crushed Material in Base	172,800	tons	1.00	172,800.00
3/4" - 0 Material in Base	24,500	tons	1.10	26,950.00
Sprinkling	3,700	M-gal.	2.00	7,400.00
Preparation of Base	All	Required		1,000.00
3/4" - 0 Material in Binder Course	1,360	cu. yds.	3.65	4,964.00
Furnishing and Placing Aggregates	2,070	cu. yds.	3.75	7,762.50
RC-3 Asphalt	230	tons	42.00	9,660.00
120-150 Asphalt	160	tons	39.00	6,240.00
RS-1 Asphalt	46	tons	42.00	1,932.00
Extra for Oiling Approaches	38	only	25.00	950.00
Asphaltic Concrete Mixture	29,200	tons	3.50	102,200.00
85-100 Asphalt in Mixture	1,750	tons	32.00	56,000.00
Asphaltic Concrete Traffic Markers	1,500	lin. ft.	0.75	1,125.00
				$574,469.50
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Signing (Temporary)	All	Required		500.00
Lighting of Traffic Channelization	All	Required		4,000.00
Work by Pacific Tel. & Tel. Co.	All	Required		15,900.00
				$595,869.50

Signing (Sta. 0+82.64 to Sta. 362+50)

Removal of Existing Signing	All	Required	$	$ 1,000.00
Single Post Butterfly Mast Arm Sign Structure	1	only	1,600.00	1,600.00
Metal Sign Posts	All	Required		2,000.00
Wood Sign Posts	All	Required		950.00
Type "A" Signs in Place	494.8	sq. ft.	9.00	4,453.20
Type "C" and "D" Signs in Place	232.3	sq. ft.	4.75	1,103.42
Type "E" Signs in Place	31.2	sq. ft.	5.00	156.00
Type "J" Signs in Place	70.00	sq. ft.	6.00	420.00
				$ 11,682.62

Subtotal	$607,552.12
10% Engr. & Cont.	60,755.21
Total	$668,307.33

Length of Roadway - - - - - - 6.831 Miles
Length of 1 Structure - - - - 0.019 Mile
Total Length- - - - - - - - - 6.850 Miles
Cost of Roadway Per Mile- - - $97,834.47

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$ 1,200.00
Roadway *	668,307.33	412,900.00	255,407.33
	$671,307.33	$414,700.00	$256,607.33

Roadway *	Total Cost	Federal Funds	State Funds
P.A. Status	$655,456.45	$405,200.00	$250,256.45
P.S. & E. Status	12,850.88	7,700.00	5,150.88
	$668,307.33	$412,900.00	$255,407.33

THE DALLES-EIGHTMILE CREEK SECTION

PROJECT NO. F-102(4)

Estimated cost of work by the Pacific Telephone and Telegraph Co.

Labor		$ 8,000.00
Materials		6,300.00
Supplies		400.00
Equipment		1,500.00
Construction Overhead		2,000.00
Right of Way		1,000.00
Salvage Credit		3,300.00 Cr.
		$15,900.00
	USE	$15,900.00

Contract No. 546 — 8 14 59 A

RECEIVED AUG 17 1959

Monthly Transaction No. 9-85	For R-2 (9- 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project Report No. F-102(4) 546	**FEDERAL-AID PROJECT AGREEMENT**	County **Wasco**
		Project No. **F-102(4)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Jc. FA 1 south approx. 7 miles
(The Dalles-Eight Mile Creek Section)

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering	8-4-58	---
Rights-of-Way		
Construction	3-27-59	6.9
Other (*Specify*)		

FUNDS

Estimated total cost of project	Federal funds
$ 658,456	$ 407,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **August 14, 1959**

USComm-DC 40257

August 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the The Dalles-Eightmile Creek Section, Project No. F-102(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNG:cr

July 31, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for The Dalles-Eightmile Creek Section, Project F-102(4).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

Oregon State Highway Department

Federal Aid
Project No. F-102(4)

THE DALLES-EIGHTMILE CREEK SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 29, 1959

Type Code P.E.

Preliminary Engineering	All	Required		$3,000.00

Type Code 6201
Roadway (Sta. 0+82.64 to Sta. 362+50) (Contract No. 5462)

General Excavation, Unclassified	136,000	cu. yds.	$0.78	$106,080.00
Extra for Backfilling Culvert	All	Required		3,000.00
1½" Electrical Conduit	180	lin. ft.	1.50	270.00
Metal Guard Rail	28,700	lin. ft.	2.28	65,436.00
Guide Posts, Type "W-1"	40	only	4.00	160.00
White Guide Posts, Double Reflector	120	only	4.50	540.00
Coarse Crushed Material in Base	172,800	tons	1.00	172,800.00
3/4" - 0 Material in Base	24,500	tons	1.10	26,950.00
Sprinkling	3,700	M-gals.	2.00	7,400.00
Preparation of Base	All	Required		1,000.00
3/4" - 0 Material in Binder Course	1,360	cu. yds.	3.65	4,964.00
Furnishing and Placing Aggregates	2,070	cu. yds.	3.75	7,762.50
RC-3 Asphalt	230	tons	42.00	9,660.00
120-150 Asphalt	160	tons	39.00	6,240.00
RS-1 Asphalt	46	tons	42.00	1,932.00
Extra for Oiling Approaches	38	only	25.00	950.00
Asphaltic Concrete Mixture	29,200	tons	3.50	102,200.00
85-100 Asphalt in Mixture	1,750	tons	32.00	56,000.00
Asphaltic Concrete Traffic Markers	1,500	lin. ft.	.75	1,125.00
				$574,469.50
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Signing (Temporary)	All	Required		500.00
Lighting of Traffic Channelization	All	Required		4,000.00
Work by Pacific Telephone & Telegraph Co.	All	Required		15,900.00
		Subtotal		$595,869.50
		10% Engr. & Cont.		59,586.95
		Total		$655,456.45

Length of Roadway	6.831 Miles
Length of 1 Structure	0.019 Mile
Total Length	6.850 Miles
Cost of Roadway per Mile	$95,953.22

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$ 1,200.00
Roadway	655,456.45	405,200.00	250,256.45
	$658,456.45	$407,000.00	$251,456.45

State Funds for Construction: Chap. 175, Laws 1917
Chap. 31, Laws 1920
Chap. 529, Laws 1939

State Funds for Maintenance: Chap. 529, Laws 1939

Retained in Program Status:

Work: Traffic Signs

Federal Funds: $30,000.00

THE DALLES-EIGHTMILE CREEK SECTION

Project No. F-102(A)

Estimated cost of work by The Pacific Telephone and Telegraph Co.

Labor	$ 8,000.00	
Materials	6,300.00	
Supplies	400.00	
Equipment	1,500.00	
Construction Overhead	2,000.00	
Right of Way	1,000.00	
Salvage Credit	3,300.00	cr.
	$15,900.00	
Use	$15,900.00	

Mr. Williams

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JAN 24 1961
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T

W. C. WILLIAMS

The Dalles-Eight Mile Creek
Contract No. 5462

FINAL COST ANALYSIS
Grade, Pave and Stone Base
Contractor: Vernie Jarl
Resident Engineer: Vernon Shull

January 16, 1961

Wasco County
Prefix No. 33-1064-201(41)

F-102(11)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
General Excav. 5462	160,248.70	Cu.Yd.	0.78	0.76	122,160.65	124,993.99
Extra Backfilling Culvert	All	Lump	3,000.00	2,932.00	2,932.00	3,000.00
1/2" Elec. Conduit	190.00	Lin.Ft.	1.50	1.47	278.54	285.00
Metal Guard Rail	27,855.00	Lin.Ft.	2.28	2.24	62,395.20	63,509.40
Guide Posts W-1	33.00	Each	4.00	4.00	132.00	132.00
Guide Posts Dbl.Reflec.	258.00	Each	4.50	4.50	1,161.00	1,161.00
Coarse Mat'l in Base	160,412.77	Ton	1.00	0.98	156,776.57	160,412.77
3/4"-0 Mat'l in Base	31,125.77	Ton	1.10	1.08	33,462.24	34,238.35
Sprinkling	10,720.00	M-Gal.	2.00	1.95	20,954.00	21,440.00
Preparation of Base	All	Lump	1,000.00	977.33	977.33	1,000.00
3/4"-0 Mat'l in Binder	1,385.00	Cu.Yd.	3.65	3.57	4,940.66	5,055.25
Furnish & Place Aggre.	2,205.00	Cu.Yd.	3.75	3.70	8,158.85	8,268.75
RC-3 Asphalt	212.30	Ton	42.00	40.00	8,492.00	8,916.60
120-150 Asphalt	155.98	Ton	39.00	37.50	5,849.25	6,083.22
RS-1 Asphalt	50.36	Ton	42.00	40.00	2,014.40	2,115.12
Extra, Oiling Approaches	35.00	Each	25.00	25.00	875.00	875.00
Asphalt Concrete Mix.	28,619.28	Ton	3.50	3.48	99,486.31	100,167.48
85-100 Asphalt in Mix.	1,658.26	Ton	32.00	31.00	51,406.06	53,064.32
Asph. Concrete in Markers	768.20	Lin.Ft.	0.75	0.75	576.15	576.15
3/4"-0 Rock in Base	445.00	Cu.Yd.	1.41	1.38	613.23	627.45
PA#1 Flagging					2,928.94	2,928.94
PA#2 Signing (Temporary Signs)					923.36	1,061.86
					$587,493.74	$599,912.65

DETAIL OF COST - Contract No. 5462

Labor:		
Labor	$ 158,114.52	
Labor, Tax, and Insurance	12,673.97	
Health, Welfare, and Pension	4,176.52	$ 174,965.01
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental	146,656.90	
Gas, Oil and Grease	19,475.99	
Bond	2,497.88	
P.L. and P.D. Insurance	1,975.00	
P.U.C.	75.00	
Move in and Freight	4,200.00	
R.R. Bond	250.00	
Explosoves	13,713.00	
Drill Steel and Bits	1,528.71	
Electric Power	5,800.74	
Small Tools and Miscellaneous Supplies	2,316.93	
Home Office and General Overhead	7,599.72	206,089.87
Subcontractors:		
J.C. Compton	142,750.66	
Western Guard Rail	63,688.20	206,438.86
TOTAL COST		$ 587,493.74

Gross Revenue	$ 599,912.65
Total Cost	587,493.74
Net Profit	$ 12,418.91

Net Profit equals 2.07% of Gross Revenue

Remarks - Contract No. 5462

This was a "Federal Aid Primary Project" and was to be conducted in accordance with Federal regulations applying to that class of project, calling for 136,000 cubic yards of roadbed excavation, 6.83 miles of stone base involving approximately 197,300 tons of crushed materials, 29,200 tons of asphaltic concrete, 28,700 linear feet of metal guard rail and the oiling of shoulders and road connections, and such additional and incidental work as is called for by the specifications and plans.

The north end of the project was at Station 0+82.64, which station is at the south end of the U.P.R.R. overcrossing structure near the intersection of the The Dalles-California and Columbia River Highways, about 1.1 miles easterly of The Dalles. The south end of the project was at Station 362+50, which station is at the intersection of the relocated and existing The Dalles-California Highways, about 5.7 miles north of Dufur. The overall length of the project was 6.85 miles.

The contract was bid April 14, 1959 and awarded April 16, 1959. The contractor started working May 18, 1959. Progress was rather slow. The rock in the quarry broke big which slowed production of crushed materials. The plant operated two shifts with low production which permitted only one shift on hauling and placing. Down time on the pit shovel was another factor in reducing production. The project was completed May 25, 1960.

Equipment used on project: Crushing plant, air track drill, compressor, two rockers, 2-1/2-yard shovel, three D8's with dozers, front end loader, eight trucks with semi-trailers, two mod. 12 graders, water wagon, three heavy duty trucks, scales, 2-leg roller, rubber-tired tractor with wobble wheel roller, pickups, Madsen paving plant, Barber-Greene paver, eight dump trucks, tandem roller, service truck and miscellaneous tools.

Good supervision but with equipment in only fair condition resulted in slight profit.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

A

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JUL - 1 1960
FOR FILING
T 102(4)
5462

June 30, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5462 for paving The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County was completed by the contractor, Vernie Jarl, on May 25, 1960, and was formally accepted by the Highway Commission on June 2, 1960.

Final payment in the amount of $17,876.59 will be released to the contractor on or after July 11, 1960. The total contract amount is $599,912.65, of which amount $3,990.80 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

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I 1C2(4)
5462

June 6, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Vernie Jarl on contract #5462 for paving The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County.

This payment, in the amount of $29,880.20, will be released to contractor on or after June 16, 1960. The retained percentage is $17,877.69.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

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Form E-1—(Rev.)—

T- [illegible]
5462

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 28, 1960

Section The Dalles - Eightmile Creek	Kind of work Paving
Highway The Dalles-Calif County Wasco	Section prefix 33-1064
Contractor Vernie Jarl	Contract number 5462
Date of contract April 26, 1959	Specified work days 132
Date work started May 18, 1959	Work days used 127
Project authorization $ 652,456.69 Exclusive of engineering $ 606,068.13	Per cent of time elapsed 96.2 %

Estimated cost of completed project, exclusive of engineering $ 630,068.69

Estimated per cent overrun or underrun +3.68 %

Per cent of contract completed, based on estimated cost 100 ~~99.4~~ %

Engineering authorization $ 46,397.56

Engineering cost to date $ 37,730.00, 81.3 %

Date project was completed May 25, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
		100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Western Guardrail completed painting guardrail Wednesday, A.M., and completed clean-up Friday.

This is the Final Report.

Mr. Schwiesow, Dean Swift, And Fred Klaboe were over the job Friday.

CONSTRUCTION DIVISION
RECEIVED
MAY 31 1960
NOTED EYB

NOTED

Signed Vernon E. Shull

Address Box 420, The Dalles, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.85	6.85		6.85	6.85
Miles partially completed	"	"		"	"
Miles completed	"	"		"	"
Total estimated quantities (contract)	136,000 cy	197,300 ton		436 ton	29,200 ton
Total quantities corrected to date	160,248.7	191,539		418.6	28,619
Estimated quantities moved or placed to date	"	"		"	"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1 (Guardrail crew)				
Hours per shift	8				
Average force on project for week	7				

Men	5
Supervision	2
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., 1 Paint Sprayer ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers	50%	Showers
Tuesday	"	"	"
Wednesday	"	"	Job Completed in a.m.
Thursday			
Friday			
Saturday			

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MAY 26 1960
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F 102(4)

5462

May 26, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 25, 1960, on Contract No. 5462, The Dalles-Eightmile Creek Section, in Wasco County, in connection with Federal Aid Project No. F-102(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

cc: Clarence G. Swenson

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5-13-60

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

5462

Section **The Dalles-Eightmile Creek** Highway **The Dalles-Calif.**

County **Wasco** MP ______ to MP ______ Contractor **Vern Jarl (Compton)**

Resident Engineer **V. Shull** Inspector ______

Date Completed **Nov. 1959** Date Reported **May 13, 1960**

Type and Thickness of Wearing Surface **3½" B** A. C. ____ Oil Mat ______ Seal.

N, [✓ S,] E, W from MP or [✓ Sta] 25+00

Mile	Wheel Count	Outside Roughness		Center Test Run On Total per mi.		
		Total	Per Mile	Top	Base	Seal
1	750	88	88		101	101
2	1500	178	90		200	99
3	2250	267	89		309	109
4	3000	364	97		394	85
5	3750	450	86		493	99
6	4500	545	95			

Average Roughness Per Mile Outside 91" Center 98"

[✓ N,] S, E, W from MP or [✓ Sta] 362+00

Mile	Wheel Count	Outside Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal
1	750	91	91			
2	1500	189	98			
3	2250	272	83			
4	3000	368	96			
5	3750	469	101			
6	4500	563	94			

Average Roughness Per Mile Outside 94"

Remarks: **Center lane mileage accumulative. Center lane readings not a true check because of scattered rock.**

To 75	- Good
75-100	- Fair
Over 100	- Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED
FORREST COOPER

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RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

F-102(4)

5462

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 28, 1960

Mr. Vernie Jarl
P. O. Box 507
Gresham, Oregon

Dear Sir:

Your claim for extra compensation in the amount of $6,674.71 for hauling water used on The Dalles-Eight Mile Creek Section of The Dalles-California Highway, Contract No. 5462, has been referred to this office. The claim is based on the following statements:

1. One of your water sources at Five Mile Creek dried up during the extremely hot summer months.

2. You had to supply water during the time Five Mile Creek was dried up from other sources, which made your haul costs larger than they would have been had Five Mile Creek not dried up.

3. The bid quantity of water overran about 2 3/4 times.

The claim is denied for the following reasons:

1. The State makes no guarantee of water source.

2. An analysis of your claim indicates that you suffered very little loss, if any, on the item.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

RECEIVED

FBK:jw:fp:jw

cc W. C. Williams
Forrest Cooper ✓
Dean Swift

NOTED
FORREST COOPER

FORM E3[illegible]5CM 8-56--96654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
March 9, 1960

SUBJECT: The Dalles-Eight Mile Creek
The Dalles-California Hwy.

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Mr. L. H. Young

I am enclosing a claim concocted by Vernie Jarl and having to do with his water problem on The Dalles-Eight Mile Creek Section, Contract No. 5462.

This claim is based on a large overrun of sprinkling and the fact that Five Mile Creek, which he claims was the source of his contract bid, dried up. It is true the job overran some 190% in the sprinkling item, due to length of time the contract took and the extremely dry summer. It is also true that Five Mile Creek did dry up. We have this problem of water sources drying up quite frequently, and inasmuch as we do not specify a source nor guarantee water at any given place. The paying of a claim due to this would open the door for a future claim on possibly 50% of the jobs.

Mr. Jarl's bill was $2.00 per thousand. The job was 6.8 miles long with a water source at Mile Point 1 and another at Mile Point 6. This would make his average haul to the split between Mile Point 1 and 6 of an average of 1.25 miles. In thinking back over grading and surfacing jobs I have had, I can hardly think of one that had such an advantageous haul.

The use of the surge tank mentioned in his bid was evidently to his advantage, otherwise he would have used water from Three Mile Creek which was within a short distance of the location of his surge tank.

The total days used in the placing of this base material was 75, with possibly 65 actual working time. Gallons of water used was 9,920 M gallons. This gives an average per day of 153 M gallons for two trucks at $2.00 per gallon. This had each truck earning approximately $150.00 per day, which I deem fair wages for each water tank.

Klazoc

2 shifts / day

CONSTRUCTION DIVISION
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MAR 10 1960
NOTED.. ☑ ☐ ☐ ☐ ☐

In view of all this, I would recommend denying this claim, unless you think we are actually stuck for some payment due to the overrun of this item more than the 25%.

Dean Swift

DEAN SWIFT
Division Engineer

DS:me
Encl.

Feb. 24, 1960
The Dalles-Eightmile Creek
Contract No. 5462

State of Oregon
State Highway Department
Salem, Oregon

Dear Sirs:

This claim is for water that was hauled after a hundred and twenty-five per cent of our bid Quantities.

The average weight of our rock was approximately twenty-three hundred pounds per yard. The average weight of our water trucks was equivilent to ten cubic yards of rock at a rate of fourteen cents per cubic yard mile. The point of charge is to start one-half the distance between Five Mile Creek (Which went dry at the completion of one hundred and twenty-five per cent of our bid quantities)and Eight Mile Creek where all the water had to come from. The station number we start our claim at is two hundred and fifty-eight.

We also bought water from John McKlasky which we had to pay for at the rate of twenty-five cents per one thousand gallons. We also purchased a ten thousand gallon surge tank and fittings which amounted to 1029.52.

truck #1 - cap. 3,000 gal.
truck #9 - cap. 2,500 gal.

This is our claim:

Total of hauling - $5,737.20
1,691,000 gal. of water purchased - $422.75
½ the price of the tank - $514.76
Total $6,774.71

Sincerly yours,

RMJ

RECEIVED
JAN 30 1960
FOR FILING

T 112(4)

54-2

January 28, 1960

Mr. Vernie Jarl
Box 507
Gresham
Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 28, 1960, had under discussion your request for an extension of time from 120 workdays to 132 workdays within which to complete your contract #5162 without the assessment of liquidated damages, for paving The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County.

We are pleased to inform you that the Highway Commission granted you 12 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Dean Swift
Vernon Shull
Tom Edwards

RECEIVED
JAN 21 1960
FOR FILING

F. [illegible]

5462

January 21, 1960

Request for Extension of Time
No. 2
January 28-29 Meeting

Oregon State Highway Commission

Gentlemen:

The Vernie Jarl Construction Company, contractor for the The Dalles-Eightmile Creek Section of the The Dalles-California Highway, Contract No. 5462, has requested an increase in workday count of 12 workdays. If approved, this would increase the contract workday count from 120 to 132 days.

The request is made on the basis that general excavation was increased from a planned 136,000 cubic yards to about 160,000. Over the period of 24 weeks involved in the general excavation portion of this contract, the contractor averaged an output of 1,400 cubic yards per day. The time extension is based on an output of 2,000 cubic yards per day.

The extension of 12 days in which to complete the contract is considered just and it is recommended that the Commission approve the action. The Bureau of Public Roads concurs in this extension.

The matter will be on the agenda for your consideration at the January 28-29 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Tom Edwards

FBK:fp:jw ae

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1959
FOR FILING

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COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F 102(4)

December 4, 1959

NOTED
W. C. WILLIAMS

5462

Mr. N. D. Wright
Roy Stotts and Associates
1306 S. W. Jefferson Street
Portland 1, Oregon

RE: Your File No. 550

Dear Sir:

Reference is made to your letter of December 2 regarding some information you require in connection with blasting damage occurring on The Dalles-Eightmile Section of The Dalles-California Highway.

Mr. Vernon Shull was resident engineer on both the grading and surfacing contractors for this construction and will no doubt be able to furnish the information you require by use of his job diaries.

Mr. Shull is at 412½ Laughlin Street, The Dalles.

Very truly yours,

W. C. Williams
State Highway Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc W. C. Williams

RECEIVED
DEC - 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER

ROY STOTTS
and
ASSOCIATES
CAPITOL 2-6559
1306 S. W. JEFFERSON STREET
PORTLAND 1, OREGON

December 2, 1959.

State Highway Department
Construction Office
Salem, Oregon

RE: OUR FILE NO. 550

Gentlemen:

Recently I had the opportunity to contact the office of your resident engineer in The Dalles, Oregon, in regard to some blasting damage claims occurring during construction work on the new Dufur highway. The contracts involved are [illegible] Inc., number 5372, and Verum Jarhl, number 5462.

We would appreciate receiving any information that your office might be able to furnish on the dates that these contractors were doing blasting in the area. If this information can be obtained only by inspection of your Salem records, kindly advise and we shall arrange to do so.

Very truly yours,

ROY STOTTS & ASSOCIATES

NDWright
N. D. Wright

NDW:mg

Young -
Please handle

CONSTRUCTION DIVISION
RECEIVED
DEC 3 1959
NOTED-- ☒ ☐ ☐ ☐ ☐
CE ACE ACE COE

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NOV 10 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

F-102(4)

November 9, 1959

Mr. Vernie Jarl
General Contractor
Gresham, Oregon

The Dalles-Eightmile Creek Section
The Dalles-California Highway
Contract No. 5462

Dear Sir:

Reference is made to your letter of November 3 in which you request an extension of twenty working days without assessment of liquidated damages on the subject named job.

The reasons given by you for such extension do not fall within the category of acceptable reasons as stated in the contract specifications. The contract did not designate a haul road for the deposit of these waste materials.

In view of the above, your request for additional time must be rejected. If you wish to pursue this matter further, please obtain proper forms from the resident engineer and fill them out. The matter will then be brought to the attention of the Highway Commission. However, I must advise that an adverse recommendation will be made on the basis of facts as stated in your letter.

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp
cc Forrest Cooper
Dean Swift
Vernon Shull

NOTED

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

VERNIE JARL
General Contractor
GRESHAM, ORE.

November 3, 1959

State Highway Commission,
Salem, Ore.,

Contract #5462
The Dalles-Eightmile Creek
Section-

Gentlemen;

We would like to get an extension of time of 20 days on the above numbered contract. We ask for this extension for the reason that we were not able to haul the waste materials across the highway bridge on account of it being condemned. We were forced to haul the waste materials through and under crossing of the Union Pacific Ry. Company tracks. It took us approximately three weeks to secure the approval of the railway company to use the under crossing, thereby delaying our progress in completing this contract.

Yours very truly,

Vernie Jarl

Vernie Jarl

A

RECEIVED

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Hwy. Bldg.
Salem, Oregon

F 102(4)

5462

When replying, refer to
08-35.4

June 3, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-102(3)
The Dalles-Eightmile Section,
The Dalles-California Highway
Order for State Force Work, Seeding and
Mulching, dated May 7, 1959
Total cost $7,995, Federal funds $4,950.

Dear Sir:

We are approving the use of State Force, requested in your letter dated June 1, 1959, as being in the public interest for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated.

2. The State has trained crews and the necessary special equipment to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Participation will be based on the actual cost of the work in compliance with the provisions of PPM 21-6.3.

Very truly yours,

CG Polk
C. G. Polk
Division Engineer

[illegible]

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

A

F-102(4)

When replying, refer to:
08-35.5

5462

408 State Highway Bldg.
Salem, Oregon

May 28, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-102(4), The Dalles-Eightmile Creek Section of The Dalles-California Highway - Pacific Telephone and Telegraph Company - Adjustment of Toll Line

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and Pacific Telephone and Telegraph Company dated April 21, 1959, and May 22, 1959, respectively, covering adjustment of telephone toll lines on the above project.

Authorization to proceed was granted as of April 23, 1959, with the necessary utility adjustments as requested in your letter of April 21, 1959, by Mr. J. W. DeSouza, Assistant Counsel. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
District Engineer

A

RECEIVED
MAY 25 1959
FOR FILING

F 102(4)

5462

May 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 18, 1959, on Contract No. 5462, The Dalles-Eightmile Creek Section, in Wasco County, in connection with Federal Aid Project No. F-102(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

RECEIVED
MAY 22 1959
FOR FILING

F-102(4)
5462

The Dalles-Eightmile
Creek Section
The Dalles-Calif. Hwy.
Wasco County
Project No. F-102(4)

May 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are four copies of the estimate and three copies of the sketch for the relocation of The Pacific Telephone and Telegraph Company's lines on the above project.

This completes the agreement between the State and the Company for telephone line relocation. Authorization to proceed with this work was approved as of April 23, 1959.

Please return one copy of the estimate to the Office Engineering Division noted to indicate approval of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

A

RECEIVED
MAY 21 1959

~~FOR FILING~~
F 102(4)

5462

Oregon Project F-102(4)
The Dalles-Eightmile Section
Wasco County
File 08-35.5

May 21, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In reference to your letter of May 6, 1959, authorizing work to proceed with adjustment of the Pacific Power & Light Company's distribution line crossing on the above project.

We are enclosing a copy of a letter from the company stating that due to change in alignment this adjustment will not be necessary.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.
DBP:jb

RECEIVED
MAY 18 1959

FOR FILING
F-102(4)

5462

May 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering signing as required for directing and routing of traffic during construction on The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County, Contract No. 5462, in connection with Federal Aid Project No. F-102(4)

Signs to be installed under this order are for the control of traffic through the construction area. The traffic flow pattern will change as construction progresses and revised controls will be required.

This work is above that required of the contractor for the protection of traffic and workmen.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jf
Encl.

RECEIVED
MAY 12 1959
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
F-102(4)
When replying, refer to:
08-35.5
546

May 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-102(4)
The Dalles-Eightmile Creek Section
of The Dalles-California Highway
Pacific Tel. & Tel. Company -
Adjustment of Power Line

Dear Sir:

Authorization is hereby granted to proceed as of May 5, 1959, with necessary adjustments of the Pacific Power and Light Company lines on the above project.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

Folk

C. G. Folk
Division Engineer

Project File

RECEIVED
MAY 12 1959
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
MAY 8 - 1959
FOR FILING

F 102(4)

5462

May 6, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's participation of flagging costs on The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County, Contract No. 5462, in connection with Federal Aid Project No. F-102(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CN:bb
Enc.

RECEIVED
MAY 6 - 1959
FOR FILING
F 102(4)
5462

FORM 2-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 6, 1959

Mr. Vernie Jarl
Box 507
Gresham
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5462, awarded April 16, 1959, for paving The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

RECEIVED
MAY 6 - 1959
FOR FILING

F-102(4)

412

May 5, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with adjusting the power line of the Pacific Power and Light Company on The Dalles-Eightmile Section of The Dalles-California Highway in Wasco County, Project No. F-102(4).

Authorization to proceed with this work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

RECEIVED
'59
FOR FILING
F-102(4)

5962

When replying, refer to:
08-35.5

April 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-102(4)
The Dalles-Eightmile Creek Section of
The Dalles-California Highway
Pacific Tel. & Tel. Company
Adjustment of Toll Line

Dear Sir:

Authorization is hereby granted to proceed as of April 23, 1959, with necessary adjustments of the Pacific Telephone and Telegraph Company lines on the above project.

Reimbursement will be contingent upon satisfying the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

orig to Brickert
copy to district

RECEIVED
APR 27 1959
FOR FILING

April 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with adjusting the toll line of the Pacific Telephone and Telegraph Company on The Dalles-Eightmile Section of The Dalles-California Highway in Wasco County, Project No. F-102(4).

Authorization to proceed with the work as of this date, on the basis of the proposed agreement under the provisions of PPM 30-4, is requested.

Estimate and sketch will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

RECEIVED
1959
OREGON DISTRICT
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-102(4) When replying, refer to
08-35.4-0
5462

April 16, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5462 for Oregon Project F-102(4), The Dalles-Eightmile Creek Section (paving) of The Dalles-California Highway, to Vernie Jarl of Gresham, Oregon, low bidder in the amount of $574,469.50 at the April 14, 1959 bid opening.

Very truly yours,
CGPolk
C. G. Polk
Division Engineer

Protest

RECEIVED
APR 21 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1959
FOR FILING
[illegible](4)
[illegible]

April 16, 1959

Mr. Vernie Jarl

Gresham, Oregon

Dear Sir:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5462 for paving on The Dalles-Eightmile Creek Section of The Dalles-California Highway in Wasco County.

This award was based on your bid of $574,469.50 which was the low bid submitted to the Commission on April 14, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
cc: Tom Edwards
S. H. Probert
R. G. Savage, SIAC

S-395(2) Little Clear Cr. Sec. of 1959
Ore. City-Viola Rd.
#5463 (Grading)

OREGON STATE HIGHWAY DEPARTMENT
INVOICE

INVOICE NUMBER 63835

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible]		[illegible]

[illegible]

[illegible]

Make checks payable to the Oregon State Highway Department

NOTED
Harold C. Ayers

Send Remittance To:

OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
[illegible]			
[illegible]		[illegible]	[illegible]
[illegible]		[illegible]	[illegible]
[illegible]			[illegible]

NOTED
John F. Hagemann

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

ACK[illegible] REQUEST
[illegible] with Request [illegible]
By

A 150X (REVISED 12-58)

NOTED
C. G. SWENSON

February 9, 1960

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
Harold C. Evers

NOTED
V. R. JONES

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Little Clear Creek Section of FAS 810. As shown in the attached cost statement, a refund of $522.30 is due the County in connection with this project. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS DATE: 2/9/60

County Clackamas Contract No. 5463 Date Completed 8/8/59

FAS 810 Section Little Clear Creek

PAYMENTS TO CONTRACTOR

Item	Total Cost
Payments to contractor as per attached tabulation	$16,701.98
Construction engineering	1,525.95
TOTAL CONSTRUCTION COSTS.	$18,227.93
FEDERAL FUNDS COLLECTED FOR PROJECT	$11,276.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total costs and federal funds)

($18,227.93 - $11,276) X 1/2 = $3,475.97

County Advance Deposit	$3,998.27
Less County Share	3,475.97
REFUND DUE COUNTY	$ 522.30

JFH:mm

Aug. 31, 19

STATE OF OREGON,

To [illegible], Dr.

County Clackamas

Postoffice address [illegible], Oregon

Highway Oregon City - Viola Rd.

Work done to Aug. 8, 1959

Contract No. 5963

Section Little Clear Creek

Prefix No. 503-1073-201(41)

Estimate No. 5 Final

Item	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	2,500.00	100%	2,500.00	2,500.00	-
2. Removal of bridge	all	400.00	100%	400.00	400.00	-
3. Drainage excavation	c.y.	3.00	48.40	145.20	145.20	-
4. Embankment in place	c.y.	.52	6,829.6	3,551.39	3,551.39	-
5. Class "A" concrete	c.y.	53.00	177.77	7,301.81	7,301.81	-
6. Metal reinforcement	lb.	.13	21,566	2,803.58	2,803.58	-
			Totals	16,701.98	16,701.98	
			% Retained			

Audited and approved by

Period covered To 8/8/59

Section Little Clear Creek   Prefix No. 503-1073-201(41)   Estimate No. 5 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	2,500.00	100%	2,500.00	2,500.00	-
2. Removal of bridge	all	400.00	100%	400.00	400.00	-
3. Drainage excavation	c.y.	3.00	48.40	145.20	145.20	-
4. Embankment in place	c.y.	.52	6,829.6	3,551.39	3,551.39	-
5. Class "A" concrete	c.y.	53.00	137.77	7,301.81	7,301.81	-
6. Metal Reinfrocement	lb.	.13	21,566	2,803.58	2,803.58	-

Audited and approved by

Period covered To 8/3/59

Items Cont. 5463 Est. 5 Final

Totals	16,701.98	16,701.98	-
% Retained	-	501.06	501.06
Total Payments	16,701.98	16,200.92	501.06

Computed by H. Ricks Checked by   To be paid contractors, this estimate, $ 501.06

bo

Engineer W. J. Scofield

Previous Voucher No. 21777

State Printing

10554-[illegible]

FAS 810 **County** Clackamas **Contract No.** [illegible]

Section Little Clear Cr

Location 59-C-90 } Sta 6+00 looking E

59-C-91 } Sta 6+50 " E

3-15-60

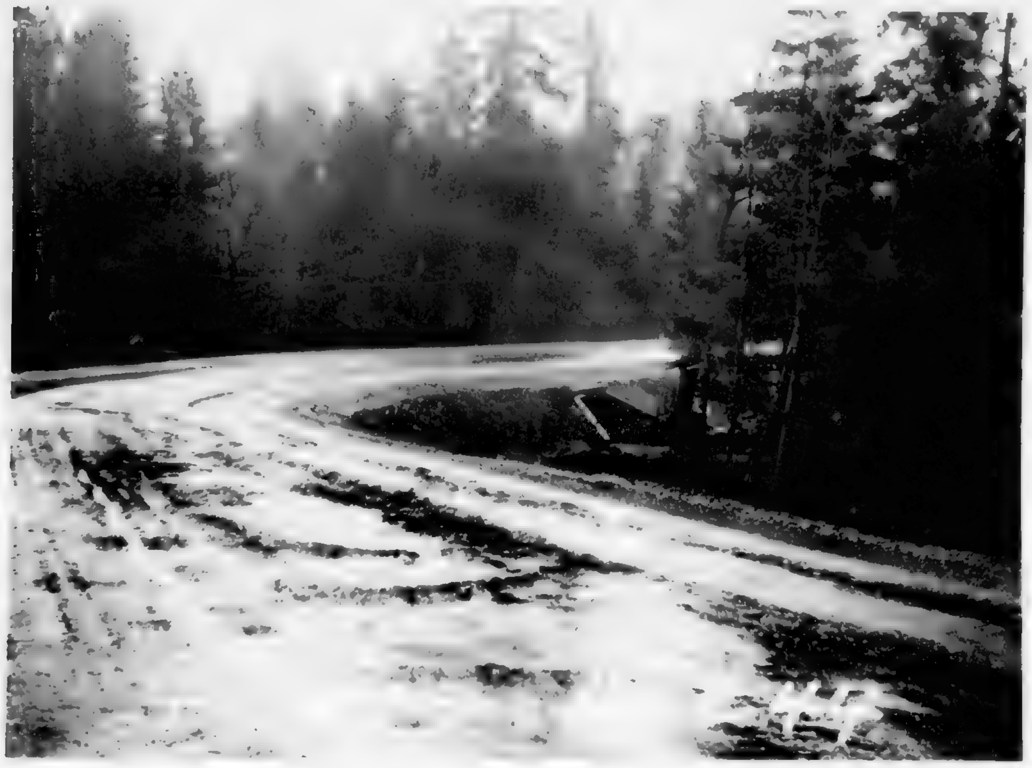
59-C-90

FAS 810 County Clackamas Contract No. [illegible]

Section [illegible]

Location [illegible] 6+00 [illegible] E

[illegible] to 6+50 [illegible] E



RECEIVED
OCT - 5 1959
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT

(date)

September 30, 1959

J 325(2)			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
~~5263~~	5 Final	Geo. E. Blaisdell & Son and Shirley G. Stone Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23995	55550	$ 501.06	9/28/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **55 workdays from May 1, 1959**

Time Extensions: **None of record**

Completion Date: **August 8, 1959**

Date Accepted: **September 24, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **October 1, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 1 1959
GRR

NOTED ON CARD
LC

RECEIVED
SEP 16 1959

FOR FILING
S-39-(2)

9/16

September 15, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5463 for grading the Little Clear Creek Section of the Oregon City-Viola Road in Clackamas County was completed by the contractor, Geo. E. Blaisdell & Son and Shirley G. Stoff Co., on August 8, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $501.06 will be released to the contractor after acceptance by the Commission. The total contract amount is $16,701.98, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
AUG 26 1959
FOR FILING
[illegible]
[illegible]

August 26, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Building
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Geo. E. Blaisdell & Son and Shirley G. Stone Co. on Contract No. 5463, for grading the Little Clear Creek Section of the Oregon City-Viola Road in Clackamas County.

This payment, in the amount of $1,634.82, will be released to the contractor on or after September 8, 1959. The retained percentage is $501.06.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

[illegible] CARD
jmc
8/26/59

RECEIVED
AUG 17 1959
FOR FILING

S-395(2)

5463

August 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 8, 1959, on Contract No. 5463, Little Clear Creek Section in Clackamas County, in connection with Federal Aid Project No. S-395(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

CC: Clarence G. Swenson
DBP:cr

Form E-1—(Rev.)—

5463

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 8, 1959

Section Little Clear Creek Oregon City - Viola

Kind of work Grading & Box Culvert

Highway County Road County Clackamas

Section prefix 503-1073

Contractor Blaisdell & Stone

Contract number 5463

Date of contract April 16, 1959

Specified work days 55

Date work started April 20, 1959

Work days used 55

Project authorization $ 20,115.00

Exclusive of engineering $ 18,684.60

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 16,701.98

Estimated per cent ~~overrun~~ or underrun 10.6 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1430.00

Engineering cost to date $ 1430.00, 100 %

Date project was completed Aug. 8, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES Box Culvert	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	None	-	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

This report was held up in order to see whether or not the contractor would do the clean-up over the week end, of slashing, ordered on the final inspection, July 13th. Friday, August 7th, was the final "work day".

I went over the job yesterday, Monday, and found the clean-up had been done over the week end.

The final estimate will be submitted today.

CONSTRUCTION DIVISION
RECEIVED
AUG 12 1959
NOTED-- ☑ CE ☑ ACE ☑ ACE ☐ ☑ COE

Noted
M. N. Juve

NOTED
JOHN R. OAKES

NOTED
C E P[illegible]

Signed

Address Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAY 22 1959
FOR FILING

S 265(2)

5463

COMMISSIONERS
W. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 21, 1959

Geo. E. Blaisdell & Son, and
Shirley G. Stone Company
2351 SW Country Club Road
Oswego, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5463, awarded April 16, 1959,
for grading on the Little Clear Creek
Section of the Oregon City-Viola Road
in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

[illegible] 5463 5-19-59 A

RECEIVED
MAY 20 1959
FOR FILING
5391

Monthly Transaction No.	Fo -2 (5-23-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No.		County **Clackamas**
3	**FEDERAL-AID PROJECT AGREEMENT** 5-19-59	Project No. **S-395(2)**

5463

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Little Clear Creek Section approx. 2 miles west of jc. FAS 131 on County Road**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		▨
Preliminary engineering		
Rights-of-Way		▨
Construction	7-14-58	0.2
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 19,668	$ 12,100

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
Deputy **State Highway Engineer**
(title)

By ____________________

____
(title)

By ____________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Folk
C. G. Folk
Division Engineer

Date executed by
Division Engineer **May 19, 1959**

USComm-DC 11169

May 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Little Clear Creek Section, Project No. S-395(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:gh

April 30, 1959

Mr. G. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Little Clear Creek Section, Project No. S-395(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:gh

Oregon State Highway Department

Federal Aid Secondary
Project No. S-395(2)

LITTLE CLEAR CREEK SECTION OF THE

OREGON CITY - VIOLA ROAD IN CLACKAMAS COUNTY.

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 30, 1959

Type Code 0010
Roadway (Sta. 5+50 to Sta. 16+50) (Contract No. 5463)

Clearing and Grubbing	All	Required	$	$ 2,500.00
Removal of Bridge	All	Required		400.00
Drainage Excavation, Unclassified	50	cu. yds.	3.00	150.00
Embankment in Place	9,000	cu. yds.	0.52	4,680.00
Class "A" Concrete	140	cu. yds.	53.00	7,420.00
Metal Reinforcement	21,000	lbs.	0.13	2,730.00
		Subtotal		$17,880.00
		10 % Engr. & Cont.		1,788.00
		Total		$19,668.00

Length of Roadway _ _ _ _ _ _ _ _ 0.194 Mile
Cost of Roadway Per Mile_ _ _ _ $101,381.44

Federal Funds	$12,100.00
State Funds	3,784.00
County Funds	3,784.00
	$19,668.00

State Funds For Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939

Funds For Maint: Chap. 529, laws 1939

Note: Necessary funds have been deposited by Clackamas County with the Highway Department.

A

RECEIVED
R 30 1959
FOR FILING

S395(2)

5463

April 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started April 20, 1959, on Contract No. 5463, Little Clear Creek Section, Clackamas County, in connection with Federal Aid Project No. S-395(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

NOTED
[illegible]N

COUNTY OF CLACKAMAS

C. E. LATOURETTE, Judge
DARRELL JONES, Commissioner
S. C. ELY, Commissioner

COUNTY COURT

OREGON CITY 2641
OLIVE 4-6591

COUNTY COURT HOUSE OREGON CITY, OREGON

NOTED
Harold C. Ayers

April 17, 1959

NOTED
V. R. JONES

RECEIVED
APR 21 1959
EN[illegible]
COUNTY [illegible]S

Mr. Clarence Swenson
State Highway Commission
Salem, Oregon

Dear Mr. Swenson:

Clackamas County has now completed the acquisition of all of the right of way on the Little Clear Creek Project FAS S395 (2).

Sincerely,

CLACKAMAS COUNTY COURT

E. Latourette
County Judge

Darrell Jones
Commissioner

S. Ely
Commissioner

CCC/ls

Form A-150—10M—6-58

NOTED
Harold C. Ayers

NOTED

INVOICE
Oregon State Highway Department
SALEM, OREGON

Invoice No. 60060

Date April 17, 1959

Your Req. No.

Billing Request No. oc-477

Credit Distribution: 503-1073-297

Clackamas County
Oregon City, Oregon

Attn: County Court

Advance Deposit	$ 3,998.27
Partial transfer county's share total cost of Little Clear Creek Section, FAS 810, covered by agreement dated April, 1959	2,998.27
To be retained	$ 1,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.................

By..

State Printing 13107

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

April 16, 1959

Clackamas County Court
Courthouse
Oregon City, Oregon

Gentlemen:

This is to acknowledge receipt of an advance deposit of $3,175 which, when added to the $823.27 retained refund due the county for the Deep and Clear Creek Bridges, makes a total deposit of $3,998.27 in connection with the Little Clear Creek Section of FAS 810.

A contract for this project has been awarded to George Blaisdell and Sons and Shirley G. Stone of Oswego. A copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

NOTED
JOHN D. GRAHAM

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

April 16, 1959
Salem, Oregon

Clackamas County Advance Deposit
FAS 810
County FAS Project

Mr. C. H. Maison
OFFICE

John F. Hagemann

Attached is a warrant from Clackamas County for $3,175 which represents its advance deposit in connection with the Little Clear Creek Section of FAS 810 upon which bids were accepted on April 14, 1959.

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

Att.

NOTED
JOHN D. GRAHAM

COUNTY OF CLACKAMAS
COUNTY COURT

C. E. LATOURETTE, Judge
DARRELL JONES, Commissioner
S. C. ELY, Commissioner

Phone OLive 6-2641

COUNTY COURT HOUSE OREGON CITY, OREGON

April 14, 1959

RECEIVED
APR 16 1959

Mr. John F. Hagemann, Assistant Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dear Sir:

Enclosed herewith find a county check in the sum of $3,175.00 as the County's share of the Little Clear Creek Section, FAS 810. This is the net payment after deduction credits for the Deep Creek and Clear Creek Bridges which you authorized us to deduct.

The County Engineer will forward to you the letter of certification as to right-of-way or rights of entry as requested.

Sincerely,

CLACKAMAS COUNTY COURT

Latourette
County Judge

Darrell Jones
Commissioner

S Ely
Commissioner

SCE/dab
Encl.
cc: Auditor's Office

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

April 14, 1959

Clackamas County Court
Courthouse
Oregon City, Oregon

Gentlemen:

On April 14 a satisfactory bid was received from George Blaisdell and Sons and Shirley G. Stone of Oswego for constructing the Little Clear Creek Section of FAS 810. As per the agreement between county and state, the following advance deposit is required from the county prior to awarding a contract:

Bid Items	$17,880.00
12-1/2% Engineering & Contingencies	2,235.00
	$20,115.00
County Advance Deposit of 20% =	$ 4,000.00

$3,175 ←

Please make this deposit by means of a check or warrant in the amount of $4,000 payable to the Oregon State Highway Department, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all right-of-way or rights of entry as required for this project have been obtained, a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

Profix - 503-1073
Cont # 5463

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

Less Refund Due on Dep + Clear Cr. Brs., FAS 808 + 809

$4000.00 ←

823.27

3176.73 or say $3,175 Cash deposit

Recd. 4/16/59

J.F.H.

RECEIVED
[illegible] 1959
FOR FILING
2-365(2)
5463

April 16, 1959

George Blaisdell & Sons and
Shirley G. Stone
2351 S. W. Market Road
Oswego, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 awarded to you State Highway Contract No. 5463 for grading on the Little Clear Creek Section of the Oregon City-Viola Road in Clackamas County.

This award was based on your bid of $17,880.00 which was the low bid submitted to the Commission on April 14, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
R 23 1959
FOR FILING
462

file

Salem, Oregon
April 15, 1959

FAS Project Agreement
Clackamas County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a Finance Agreement with Clackamas County covering the Little Clear Creek Section of FAS 810 in Clackamas County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Clackamas County.

Secretary

rn
Attach: 1

FORM E-30 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1959

SUBJECT: FAS Project Agreement
Clackamas County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Little Clear Creek Section of FAS 810 in Clackamas County. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved 6/19/58.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-19-58 Min Page 36
Floyd Query
Secretary

NOTED
J R JONES

NOTED
C. G. SWENSON

NOTED
John F. Hagemann

March 30, 1959

Clackamas County Court
Courthouse
Oregon City, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Little Clear Creek Section of FAS 810 upon which bids will be received April 14.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $27,700; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest, with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. The signed agreements should be mailed so as to arrive in Salem not later than April 10.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm
Encl.

FORM E-123-X 12.5M 6-56

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED

October 29, 1958

fas 810

Clackamas County Court
Courthouse
Oregon City, Oregon

Gentlemen:

In the project which crosses Little Clear Creek on the Oregon City-Viola Road in Clackamas County is a culvert. This stream is regarded, by both the Fish and Game Commissions, as being of importance insofar as preservation of fish life is concerned. In order that your records may show clearance from these Commissions on the installation, I am attaching copies of letters from the Fish Commission and the Game Commission approving the installation.

Very truly yours,

W. C. Williams
State Highway Engineer
Original signed
By G. S Paxson

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. C. G. Swenson

RECEIVED
OCT 30 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTED

FORM E-30X—37,500—8-56—96658

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1958

SUBJECT: Little Clear Creek culvert,
Oregon City-Viola Road in
Clackamas County

To:
Mr. Tom Edwards
Mr. Ivan D. Marchant
Mr. C. G. Swenson

Herewith copy of a letter from the State Game Commission approving our design of the Little Clear Creek culvert on the Oregon City-Viola Road in Clackamas County. I have also asked the Fish Commission for approval but have not as yet received advice from them.

G S Paxson

G. S. Paxson

GSP:gm
Attach.

RECEIVED
AUG 15 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTED
C. G. SWENSON

KENNETH G. DENMAN, CHAIRMAN, [redacted]
DON H. MITCHELL, TAFT
J. H. VAN WINKLE, OREGON CITY
RALPH T. RENNER, LAKEVIEW
MAX WILSON, JOSEPH

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
P. O BOX 4136
PORTLAND 8

August 14, 1958

State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

We have received your plans for construction of a short section of the Oregon City - Viola Road in Clackamas County.

We are interested in maintaining fish passage for both anadromous and resident fish in Little Clear Creek. Your plans show a box culvert 12' by 12' on a level grade, placed 6 inches below the existing flow line. The plans as shown will meet requirements of this department for fish passage.

Thank you for the opportunity of reviewing this project.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By

R. O. Koski
Chief of Liberations

ROK:rmd
cc L. D. Marriage
P. W. Schneider

RECEIVED
AUG 15 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

Salem, Oregon
August 1, 1958

Little Clear Creek Bridge Section
FAS 810, Clackamas County

Mr. G. S. Paxson
OFFICE

NOTED
John F. Hagemann

The subject named county FAS project is scheduled for bidding on August 19. The Bridge Division has advised that it would require approximately 80 days before the box culvert could be constructed and used by equipment for placing approach fills. As bad weather could be expected by then it would be unlikely that this project would be completed prior to June, 1959.

The County Court planned to close this section of road during construction. When advised of the above time element the Court requested that we delay taking bids on this project until next spring as it would be impossible to keep the road closed during the entire winter.

This is a regular FAS project.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm

cc: Tom Edwards
S. H. Probert

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

NOTED
Harold C. Ayers

July 22, 1958

Mr. John H. Keeley
Clackamas County Engineer
County Courthouse
Oregon City, Oregon

NOTED
V. R. JONES

NOTED
John F. Hagemann

Dear Mr. Keeley:

From your letter of July 18 it appears you have the situation well in hand in connection with right-of-way for the Little Clear Creek Bridge Section of FAS 810.

Additional copies of the easement will not be necessary; however, I would appreciate your advising this office when all right-of-way negotiations have been completed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. C. SWANSON

COUNTY OF CLACKAMAS

JOHN H. KEELEY
ENGINEER

ENGINEERS OFFICE

OREGON CITY 2641
OLIVE 4-6591

COUNTY COURT HOUSE OREGON CITY, OREGON

July 18, 1958

R JUL 22 1958

John F. Hageman
Asst. County & City Relations Engineer,
State Highway Department,
Salem, Oregon

Dear Sir:

I received your letter and map dated June 27, 1958 pertaining to the Little Clear Creek Section of FAS 810 west of Viola yesterday.

I had obtained the easements requested in your letter sometime in the first half of June. Mr. Fillpot, our land agent, tells me that a copy of the easement was mailed to the State Highway Office during the latter half of June. I do not know to which office he mailed this easement however if you have not received a copy I will be glad to mail one to you.

I shall, as soon as time permits, tie on to Mr. Broadwell's survey, write a legal description of the land involved, and obtain a deed to the right of way.

However, in the mean time, we are covered by the easements for any road work or bridging to be done under the FAS program.

If I can be of any assistance please call or write me at the above address.

Sincerely,

John H. Keeley

JHK:rl

John H. Keeley, County Engineer

RECEIVED
JUL 22 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

June 27, 1958

Mr. Ralph Milln
Clackamas County Surveyor
Courthouse
Oregon City, Oregon

NOTED
John F. Hagemann

Dear Ralph;

Enclosed is a print of our plan for the Little Clear Creek Section of FAS 810 west of Viola.

It is my understanding that our division office, who made the survey, arranged with a representative of Clackamas County for the County to obtain a 60' right-of-way and construction easements as required beyond this 60' right-of-way. As I don't know with whom the division was dealing, I am forwarding this print, which shows the slope easements which will be required, to you.

It would be appreciated if you would arrange for these easements or turn the print over to the proper person if someone else in the County's employment was handling this matter. We would also appreciate being advised when the easements have been obtained.

If you need any further information, please call or write.

Very truly yours,

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm
Encl.

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
June 10, 1958

Little Clear Creek Bridge & Approaches,
FAS 810, Clackamas County

Mr. Tom Edwards
OFFICE

NOTED
John F. Hagemann

The field data for the subject named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

The clearing and grading for the road approaches is to be included in the FAS project. Clackamas County will place base material and a 20' O-11 with 4' shoulders after completion of the project.

This project is to be constructed with DS funds.

There do not appear to be any right-of-way descriptions. there ~~which~~ should be furnished unless the division has made other arrangements with the county.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm

cc: Ivan Merchant
Frank Hall
V. G. O'Neil

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

[illegible]

NOTED
[illegible] C. Myers

NOTED
John F. Hagemann

MEMO TO J. W. NASH
6/10/58

FAS 810, CLACKAMAS COUNTY

TERMINI: From approximately 0.1 mile west of Little Clear Creek easterly to approximately 0.1 mile east of Little Clear Creek (Little Clear Creek Bridge Section).

PROPOSED WORK: Grade and drain only and one concrete bridge ~~125~~ 100' in length.

PROJECT LENGTH: 0.20 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$40,000	$29,800	$1,900	$1,900 (Co.)	$6,400 (L)

EXISTING FACILITY:
ROADWAY: 18' wide oil mat wearing surface with 4' shoulders. Substandard horizontal curve on west side of Little Clear Creek.
STRUCTURE: Four 19' untreated ~~pile~~ frame trestle spans, H.C. 23'-8", deteriorated condition.

ADJACENT SECTIONS: 18' oil mat wearing surface with 4' shoulders.

PROJECT DATA: Grade and drain road approaches and construct reinforced concrete bridge ~~on treated piling~~ with a H.C. of 26' over Little Clear Creek. The entire project will be on an improved grade and alignment. Clackamas County will place base material and construct a 20' wide type O-11 oil mat wearing surface with 4' shoulders meeting state standards.

ROW WIDTH: Minimum 60'.
MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None.
RR XING: None.
SYSTEM ACTION: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None.
PUBLIC HEARING: None required.

FAS 810 serves a large diversified farming area and is a mail and school bus route.

NOTED
JOHN D. GRAHAM

JFH:mm

NOTED
C. G. SWENSON

4-17-58

CLACKAMAS COUNTY
PROPOSED PROJECTS

FAS 122 - Shipley (Tualatin River) Bridge, $50,000. This bridge is located approximately 3 miles southwest of the junction in Oswego of FAS 122 with FAP Route 3. This bridge carries highway department invoice number 2567.

The proposed project is to replace the existing pile trestle approach spans with a permanent type structure having a roadway width of 26' and to replace the handrail on the 160' steel deck truss, which is to remain in place. In the event the total length of the approach spans is reduced from the existing length, construction of the road approach fills would be included in the FAS project. If the length is not reduced and the road approach work is of a very minor nature this road work would not be included in the FAS project but would be performed by Clackamas County. Removal of the existing structure is to be part of the FAS project. The road will be closed during construction.

FAS 810 - Little Clear Creek and Clear Creek (Viola) Bridges (2), $70,000.

The Little Clear Creek Bridge is located approximately 1 mile west of Viola and carries highway department inventory number 6041.

The Clear Creek Bridge is located at Viola and carries highway department inventory number 6508.

The proposed project for Little Clear Creek is to replace the existing four 19' untreated pile trestle spans with a permanent type structure having a roadway width of 26'. It may be desirable to relocate the new bridge to the north of the existing bridge in order to ease the curve at the west end of the bridge. If this is done the required road work through a 20' O-11 with 4' shoulders would be included in the FAS project. If the bridge is constructed on the same location as the existing bridge, any required road approach work would be performed by Clackamas County. Removal of the existing bridge is to be included in the FAS project. The road can be closed during construction.

The proposed project for the Clear Creek Bridge is to replace the existing 100' steel pony truss and two 15' pile trestle approach spans with a permanent type structure similar to that constructed over Clear Creek at Fishers Mill. The roadway width of the new structure is to be 26'. It may be necessary to flare the northeast corner of the bridge to meet a road making a junction at that point. The FAS project is to include removal of the existing bridge and stockpiling the steel truss for county use. The road may be closed during construction. Clackamas County will construct road approaches as required.

The amounts shown for these projects represent preliminary estimates furnished by Mr. Ricketts, Assistant Bridge Engineer, and may be adjusted when more detailed information is available.

4/17/58
(58-c)

[illegible]

NOTED
V. R. JONES

NOTED
Harold C. Ayers

April 10, 1958

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

Gentlemen:

Reference is made to your letter of April 1 requesting programming of the construction of three bridges with FAS funds available to Clackamas County.

Preliminary estimates for these bridges are as follows:

FAS 122 - Shipley (Tualatin River Bridge). Estimated cost = $50,000.

This estimate includes structural work as requested and placing of road approach fill as required in the event the total length of the approach spans are shortened. The estimate does not include base and wearing surface for required road approaches as the quantities involved would be too small for economical contracting. It is assumed the County would construct the base and wearing surface.

✓FAS 810 - Little Clear Creek Bridge. Estimated cost = $30,000.

This estimate includes $5,000 for road approaches on the assumption the new bridge location may be shifted to the north in order to improve the curve off of the west end of the bridge. The desirability of this relocation cannot be determined until a survey has been made.

FAS 810 - Clear Creek (Viola) Bridge. Estimated cost = $40,000.

This estimate is for the structure only. Any road approach work would be minor and it is assumed the County would perform this road work as required.

The above estimates are preliminary only. In all cases removal of the existing bridge is included in the estimate.

To aid you in budgeting for the ensuing year, it is estimated that the following FAS funds will be available during the budget year beginning July 1, 1958, and ending June 30, 1959.

NOTED
C. G. SWENSON

	Total Funds	County Share
Unused balance of fiscal year 1959 funds (Does not include $90,000 estimated for right-of-way project.).................	$240,000	$48,000
Estimated fiscal year 1960 FAS funds....	250,000	50,000
TOTAL........	$490,000	$98,000

The cost of the foregoing bridges would come out of the above funds.

It should be emphasized that the above estimate of funds for fiscal year 1960 is based on the assumption that the President will sign the Federal-aid act recently passed by Congress. The amount shown is an estimate only and the total funds may vary two or three thousand either way when official figures become available.

In addition to the above the bill passed by Congress provides for some emergency type funds which would have to be placed under contract prior to December 1 of this year. Details covering these emergency funds are not available at this time; however, there is a possibility that somewhere in the neighborhood of $90,000 of these funds may become available to Clackamas County. As these funds would carry a higher Federal matching ratio than regular Federal-aid funds, Clackamas County's share of the $90,000 is estimated to be only $4,000 to $5,000. If these so-called emergency funds become available we could apply them to the bridge projects instead of regular FAS funds.

Due to the unofficial status of the above funds, it would be appreciated if you would not release them to the newspapers at this time. We will keep you advised of further developments.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
[illegible] JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Salem, Oregon
April 7, 1958

Proposed County FAS Bridge Projects
Clackamas County
FAS 122 and 810 File

Mr. E. G. Ricketts
OFFICE

As per our telephone conversation April 4, Clackamas County has proposed the reconstruction of three bridges with available FAS funds. The three bridges are:

FAS 122
Shipley (Tualatin River) Bridge No. 2567. It is proposed to replace the existing pile trestle approach spans and also to replace the handrail on the 160' steel deck truss which is to remain in place. The FAS project would include removal of the spans to be replaced and stockpiling the wooden stringers for future county use. The county will close the road during construction. The roadway width of the new spans would be 26'.

FAS 810
Little Clear Creek Bridge No. 6041. It is proposed to replace the existing four 19' pile trestle spans with a new structure having a roadway width of 26'. The FAS project would include removal of existing bridge. County will close road during construction.

Clear Creek (Viola) Bridge No. 6508. It is proposed to replace the existing bridge (two 15' P.T. spans, one 100' steel pony truss) with a new structure having a 26' roadway. FAS project would include removal of the existing bridge and stockpiling the steel truss for county use. The road will be closed by the county during construction.

It would be appreciated if you could furnish me with an estimate of cost for the three bridges named above and also advise of the length of structure each estimate is based on so that we could add sufficient funds to the bridge estimate to cover required road approach work. Anything you can do to expedite the preparation of this estimate would be appreciated.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

NOTED
C. G. SWENSON

COUNTY OF CLACKAMAS

C. E. LATOURETTE, Judge
DARRELL JONES, Commissioner
S. C. ELY, Commissioner

COUNTY COURT

OREGON CITY 2641
OLIVE 4-6591

COUNTY COURT HOUSE OREGON CITY, OREGON

April 1, 1958

State Highway Commission
City and County Relations
Salem, Oregon

Attention: John F. Hagemann

Dear Sir:

In keeping with our telephone conversation of March 31st we herewith submit three bridges and declare our intention of applying for reconstruction under Federal Aid program.

6-21', 3-23' P.T. spans
160' steel deck truss, 3-21',
3-19' P.T. spans
26' H.C.

[illegible] Br.

On Bridge No. C2567 on Market Road No. 12, Section 21, T. 2 S., R. 1 E., we propose reconstruction of bridge approaches with new guard rail continuing through the existing steel span. On this bridge the County would reserve the wooden bridge stringers only. If no major changes or alterations are proposed by your engineers for the approaches, the County would take care of this portion of the work. FAS 122

4-19' P.T.
spans 2[illegible]

Little Clear Cr.

Bridge No. A6041 on Market Road No. 20, Section 15, T. 3 S., R. 3 E., reconstruction with no reservations for material and approaches to be taken care of by the contractor.

2-15' P.T.
1-100' steel
pony truss
14'8" H.C.

Clear Cr.

Bridge No. C6508 on Market Road No. 20, Section 23, T. 3 S., R. 3 E., reconstruction of bridge with the County reserving the steel truss only. Approaches to be taken care of by the contractor.

FAS 810

The contractor will take care of removal of all old structures and the County will agree that traffic shall be detoured and the roads closed during the period of construction. County will place all detour signs and the contractor maintain all barricades and lights during construction.

RECEIVED
1958
ENGINEER
COUNTY & CITY RELATIONS

Note:
26' Rd'way

We would appreciate an early estimate as to what we can expect the County's share to be so that we may consider it at budget time.

Sincerely,

CLACKAMAS COUNTY COURT

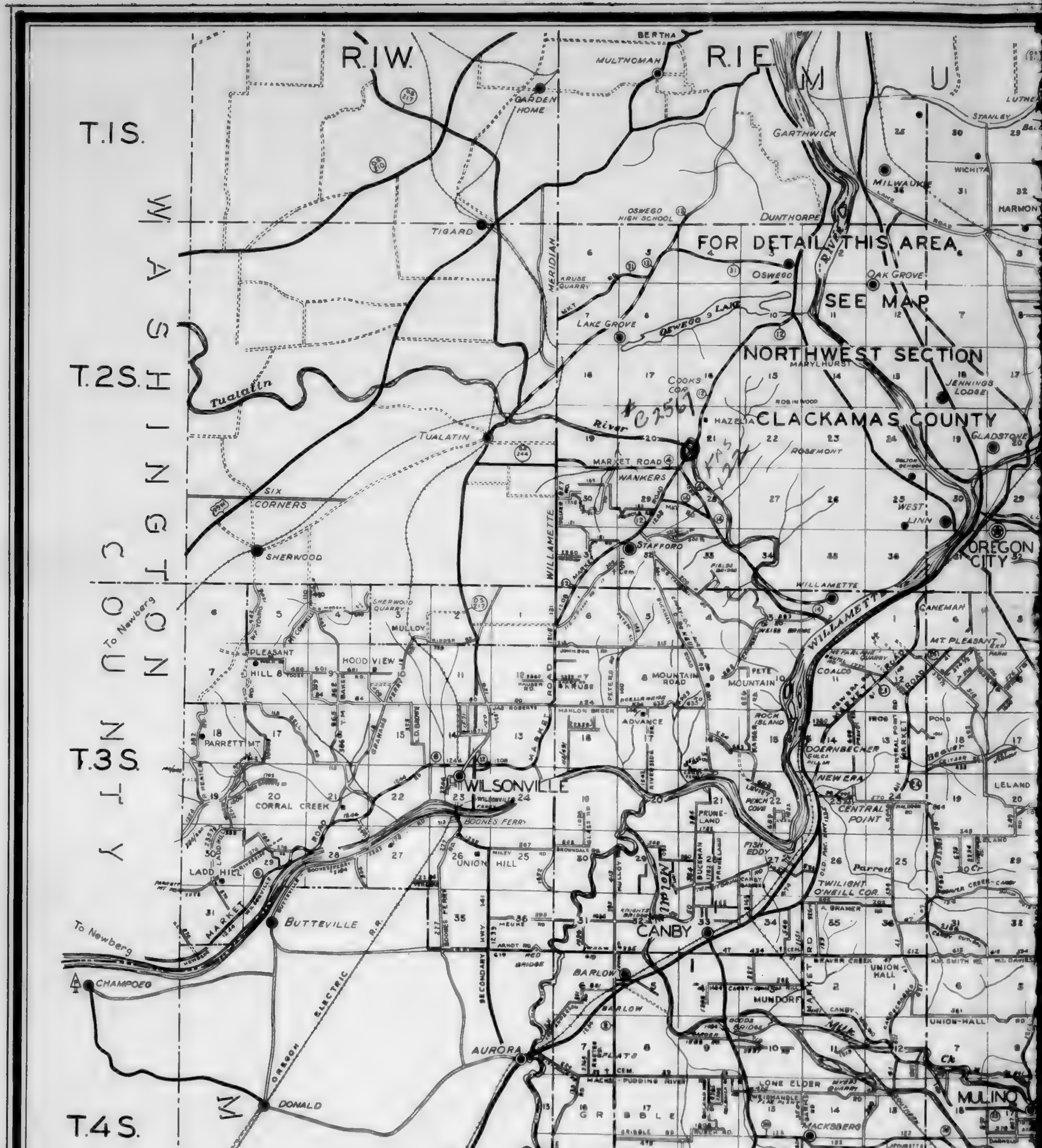
County Judge

Commissioner

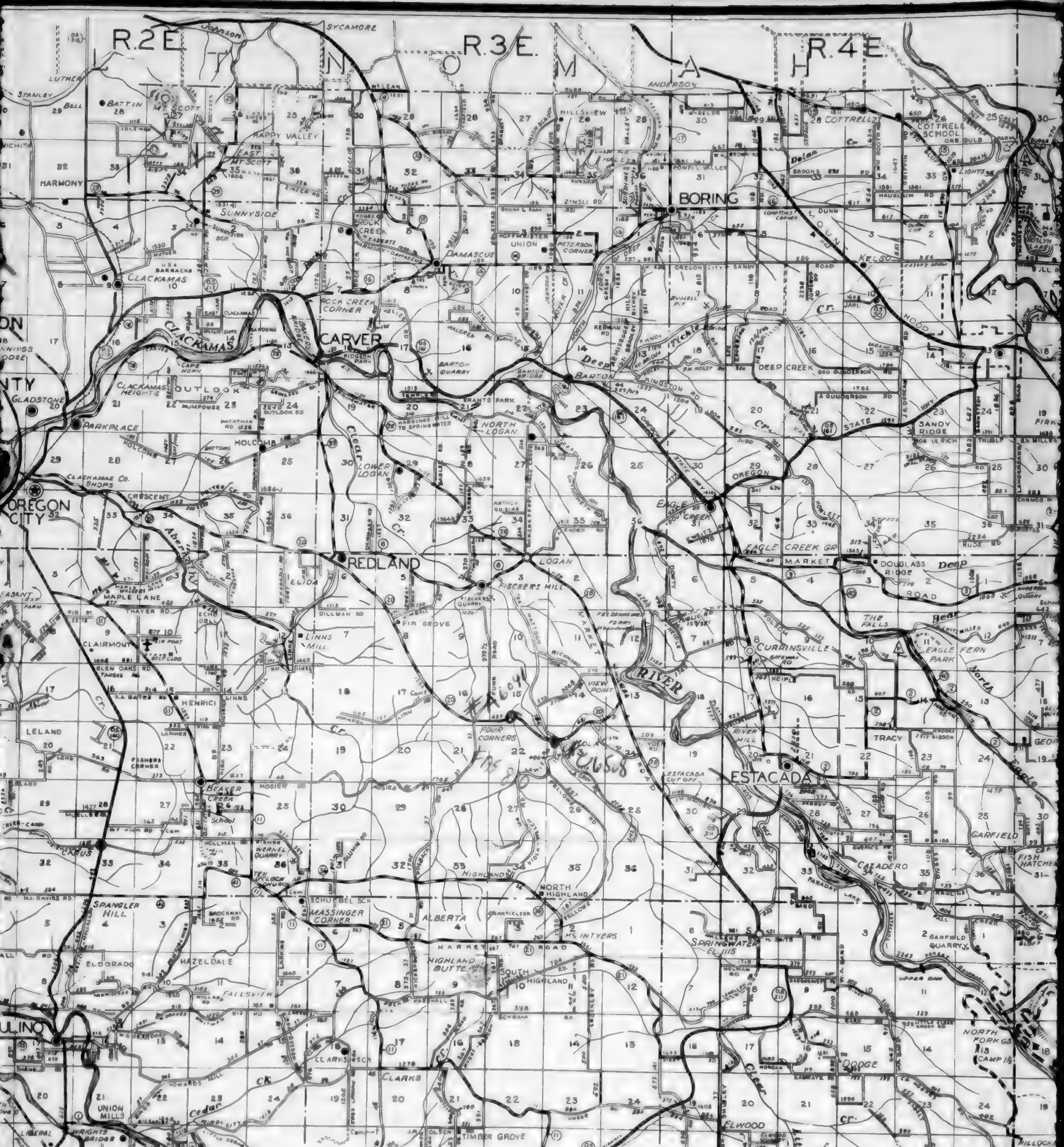
Commissioner

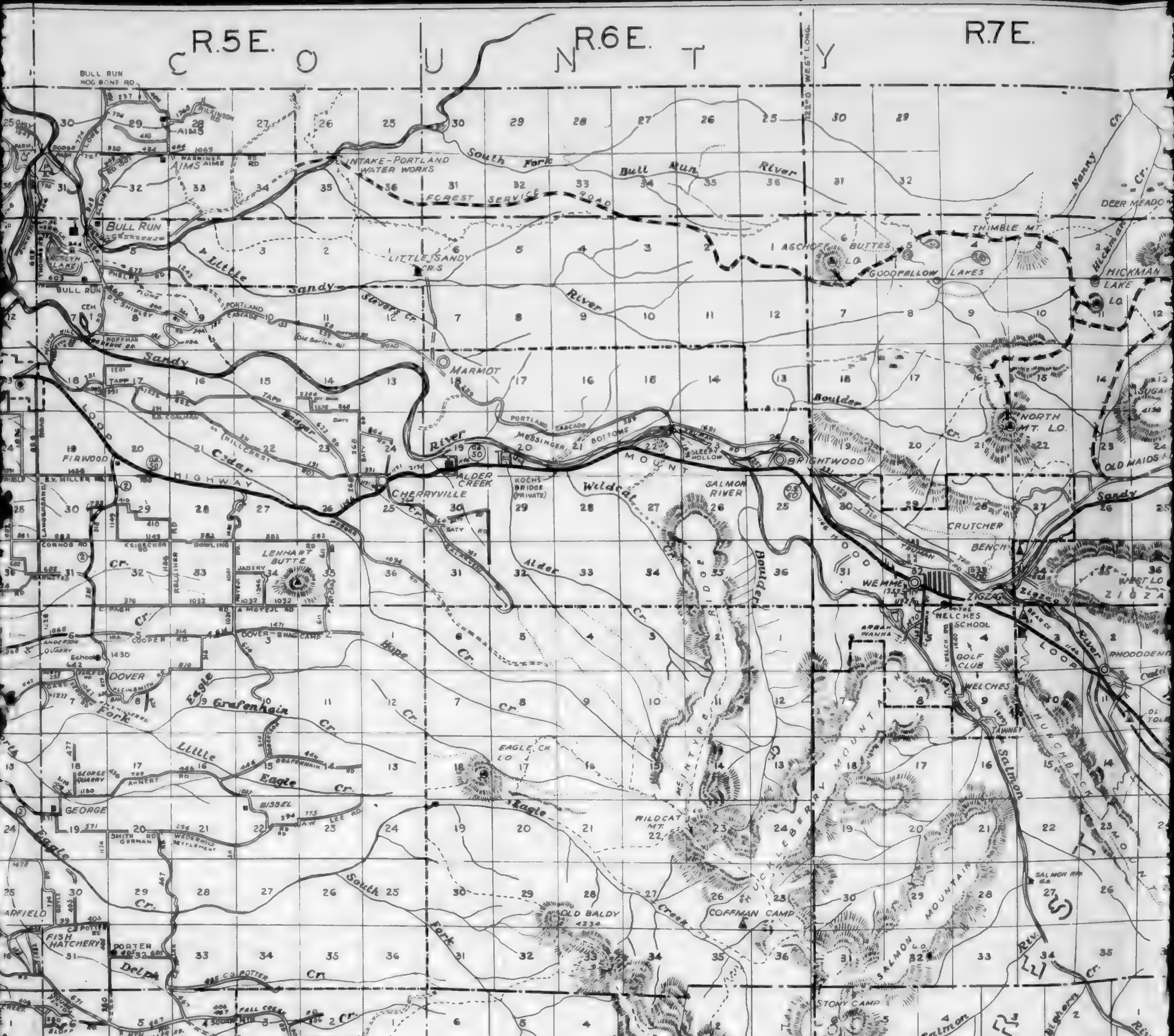
SCE/ls
Enc.

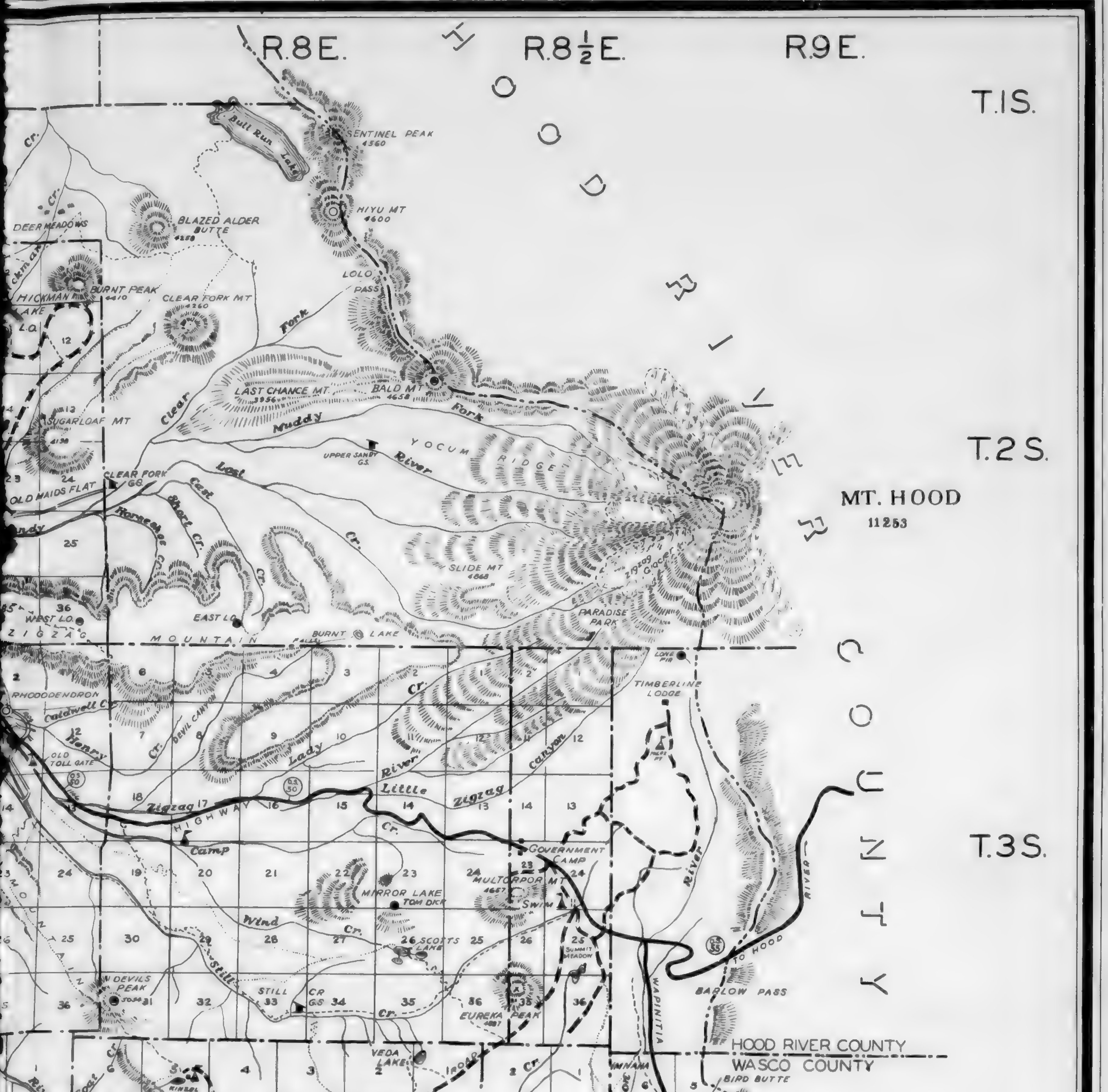
RECEIVED
APR 3 1958
OREGON
STATE HIGHWAY COMMISSION

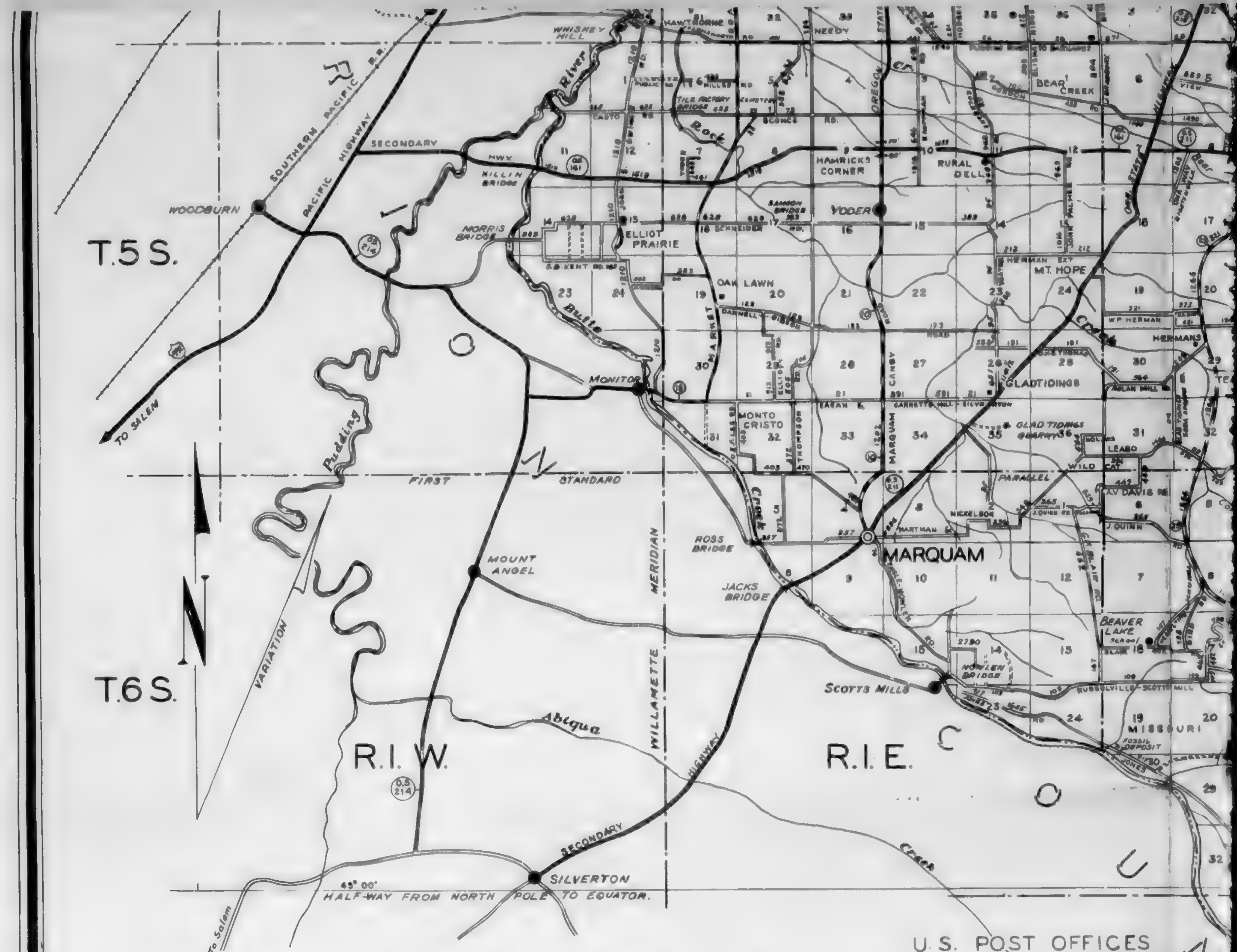


R.I.W.
R.I.E.
M
U
T.I.S.
T.2S.
T.3S.
T.4S.
WASHINGTON COUNTY
M
A
BERTHA
MULTNOMAH
GARDEN HOME
GARTHWICK
MILWAUKIE
WICHITA
STANLEY
HARMONY
TIGARD
OSWEGO HIGH SCHOOL
DUNTHORPE
FOR DETAIL THIS AREA
SEE MAP
NORTHWEST SECTION
CLACKAMAS COUNTY
OSWEGO
OAK GROVE
KRUSE QUARRY
LAKE GROVE
OSWEGO LAKE
MERIDIAN
MARYLHURST
JENNINGS LODGE
Tualatin
River
COOKS COR.
C2561
HAZELIA
ROBINWOOD
ROSEMONT
GLADSTONE
TUALATIN
MARKET ROAD
WANKERS
WEST LINN
SIX CORNERS
SHERWOOD
STAFFORD
OREGON CITY
WILLAMETTE
To Newberg
SHERWOOD QUARRY
MULLOY
CANEMAN
MT. PLEASANT
PLEASANT HILL
HOOD VIEW
KRUSE
MOUNTAIN ROAD
PETE MOUNTAIN
COALCO
PARRETT MT.
ADVANCE
ROCK ISLAND
DOERNBECHER
LELAND
WILSONVILLE
BOONES FERRY
NEW ERA
CORRAL CREEK
PRUNELAND
PEACH COVE
CENTRAL POINT
LADD HILL
UNION HILL
FISH EDDY
Molalla
TWILIGHT
O'NEILL COR.
Parrott
MARKET
BUTTEVILLE
CANBY
SECONDARY HWY.
RED BRIDGE
ELECTRIC
R.R.
To Newberg
CHAMPOEG
BARLOW
MUNDORF
UNION HALL
Milk Cr.
AURORA
OREGON
LONE ELDER
MULINO
DONALD
GRIBBLE
MACKSBERG
PRAIRIE
MERIDIAN
SOUTH OAK GROVE
LIBERAL
Bear Cr.
EBY
DRYLAND
HUBBARD


R.2E.
R.3E.
R.4E.
N O M A H
Johnson
Sycamore
Luther
Stanley
Bell
Battin
Mt. Scott
Wichita
Harmony
Happy Valley
East Mt. Scott
Sunnyside
Clackamas
U.S.A. Barracks
Clackamas
Rock Creek Corner
Rock Creek
Damascus
Hoffmeister Union
Peterson Corner
Hillsview
Anderson
Boring
Powell Valley
Cottrell
Cottrell School
Kelso
Carver
Pidgeon Park
Barton Quarry
Barton
Deep Creek
Deep Creek
Kingston Rd
A. Gunderson
State Hwy
Sandy Ridge
Gladstone
Parkplace
Clackamas Heights
Cape Horn
Outlook
Holcomb
Clackamas Co. Shops
Crescent
Oregon City
North Logan
Lower Logan
Clear Cr.
Redland
Logan
Fischers Mill
Fischers Quarry
Eagle
Eagle Creek
Eagle Creek Gr
Market
Douglass Ridge
Deep
Road
Elida
Maple Lane
Thayer Rd
Echo Dell
Linns Mill
Fir Grove
Dillman Rd
Clairmont
Glen Oaks Rd
Henrici
Leland
Market
Richmond
View Point
Four Corners
Viola
River
Currinsville
The Falls
Eagle Fern Park
North
Tracy
River Mill
Estacada
Estacada Cut Off
Garfield
Fish Hatchery
Cazadero
Faraday Lake
Fishers Corner
Beaver Creek
School
Mosier
Carus
Highland
North Highland
Hollman
Spangler Hill
Brockway Rd
Schuebel Sch
Massinger Corner
Alberta
Market Road
Mc Intyers
Springwater El. 1115
Highland Butte
South Highland
Eldorado
Hazeldale
Fallsview
Schram
Upper Dam
Garfield Quarry
North Fork GS
Camp 16
Mulino
Clarks Sch
Clarks
Howards Mill
Ck
Cedar
Dodge
Union Mills
Wrights Bridge
Liberal
Olsen
Timber Grove
Elwood
Little Clear
Milk
EA 6041
CL 6508


R.5E.
R.6E.
R.7E.
C O U N T Y
122°0' WEST LONG.
BULL RUN
HOG BONE RD.
AIMS
WARMINER AIMS
INTAKE-PORTLAND WATER WORKS
South Fork
Bull Run River
FOREST SERVICE ROAD
BULL RUN
MERLYN LAKE
LITTLE SANDY R.S.
Little Sandy River
Stevens Cr.
PORTLAND CASCADE
Old Barlow Rd.
ASCHOFF BUTTES L.O.
GOODFELLOW LAKES
THIMBLE MT.
DEER MEADOW
HICKMAN LAKE L.O.
Hickman Cr.
Nanny Cr.
MARMOT
Sandy
TAPP
LOOP
Badger Cr.
Cedar Cr.
HIGHWAY
FIRWOOD
CHERRYVILLE
ALDER CREEK
KOCHS BRIDGE (PRIVATE)
River
MESSINGER
BOTTOMS
MOUNT
SLEEPY HOLLOW
BRIGHTWOOD
Boulder Cr.
NORTH MT. L.O.
SUGAR
OLD MAIDS
Sandy
Wildcat Cr.
SALMON RIVER
Alder Cr.
LENHART BUTTE
CORNOS RD
DOVER
DOVER-SHAG CAMP
COOPER
ANDERSON QUARRY
School
Hope Cr.
HOOD
CRUTCHER BENCH
WEMME
ZIGZAG
WEST L.O.
ZIGZAG
ARRAH WANNA
WELCHES SCHOOL
GOLF CLUB
WELCHES
TAWNEY
RHODODENDRON
HUNCHBACK
LOOP
Grafenhain Cr.
Little Eagle Cr.
Eagle Fork
GEORGE QUARRY
GEORGE
AHNERT
BISSEL
SMITH GERMAN RD
WEDERHOLD SETTLEMENT
EAGLE CK L.O.
Eagle
McINTYRE RIDGE
HUCKLEBERRY MOUNTAIN
WILDCAT MT.
Salmon
SALMON RIV.
South Fork
Creek
OLD BALDY 4234
COFFMAN CAMP
SALMON MOUNTAIN
SALMON L.O.
GARFIELD
FISH HATCHERY
PORTER
Delph Cr.
C.S. POTTER
FALL CREEK
FANTON
STONY CAMP
Salmon
Bighorn Cr.
River
Fall Cr.
Bee Cr.
Bedford
BEDFORD PT. L.O.
NORTH FORK G.S.
CAMP
Clackamas River
SQUAW MT.
SQUAW LAKE
PLAZA G.S.
PLAZA L.
SALMON BUTTE
Copper
Swift
Tumbling
HAMBONE BUTTE
North Fork
FOREST
CORRAL SPRING L.O.
River
Boyer Cr.
HILLOCKBURN
WEST LINN OREGON CITY WATER INTAKE
Moore Cr.
BIG EDDY
INDIAN RIDGE
SHINING LAKE
LINNEY BUTTE
R
O


R.8E.
R.8½E.
R.9E.
T.1S.
T.2S.
T.3S.
T.4S.
HOOD RIVER COUNTY
MT. HOOD
11253
Bull Run Lake
SENTINEL PEAK
4560
HIYU MT
4600
BLAZED ALDER BUTTE
4258
DEER MEADOWS
BURNT PEAK
4410
HICKMAN LAKE
CLEAR FORK MT
4260
LOLO PASS
LAST CHANCE MT.
3956
BALD MT
4658
SUGARLOAF MT
4130
Clear Fork
Muddy Fork
YOCUM RIDGE
UPPER SANDY G.S.
River
CLEAR FORK G.S.
OLD MAIDS FLAT
Lost Cr.
Short Cr.
Horseshoe Cr.
SLIDE MT
4868
Zigzag Glacier
PARADISE PARK
WEST LO.
EAST LO.
ZIGZAG MOUNTAIN
BURNT LAKE
FALLS
LONE FIR
TIMBERLINE LODGE
RHODODENDRON
Caldwell Cr.
DEVIL CANYON
Henry Cr.
OLD TOLL GATE
Lady Cr.
Little Zigzag River
Zigzag Canyon
Zigzag HIGHWAY
Camp Cr.
GOVERNMENT CAMP
MULTORPOR MT
4657
Swim
MIRROR LAKE
TOM DICK
Wind Cr.
SCOTTS LAKE
SUMMIT MEADOW
River
DEVILS PEAK
5054
Still Cr.
STILL CR G.S.
EUREKA PEAK
4687
TO HOOD RIVER
BARLOW PASS
WAPINITIA
HOOD RIVER COUNTY
WASCO COUNTY
BIRD BUTTE
VEDA LAKE
ROAD
Goat Cr.
River
Kinzel Lake
Kinzel Cr.
FOREST
WOLF CAMP BUTTE
Mud Cr.
Salmon River
SALMON RIVER MEADOWS
FROG LAKE
CUTOFF
FOREST
HAMBONE BUTTE
4669
LINNEY CR. G.S.
Draw
String Cr.
LINNEY BUTTE
5018
JACKPOT MEADOW
FRYING PAN LAKE
DRY MEADOW
CLEAR LAKE
WASCO COUNTY



CLACKAMAS COUNTY OREGON

H. H. Miller
County Surveyor

Roads corrected to Feb. 1, 1956

Scale one inch equals one mile

U.S. POST OFFICES

~~BARLOW~~
○ BEAVER CREEK
○ ~~BORING~~
BRIGHTWOOD
○ CANBY
CHERRYVILLE
○ CLACKAMAS
○ COLTON
○ EAGLE CREEK
○ ESTACADA
GLADSTONE
GOVERNMENT CAMP
JENNINGS LODGE
○ LAKE GROVE
MARQUAM
MARYLHURST
○ MILWAUKIE (Portland)
○ MOLALLA
○ MULINO
OAK GROVE
○ OREGON CITY
○ OSWEGO
PARK PLACE
RHODODENDRON
○ SANDY
TIMBERLINE
WELCHES
~~WEMME~~
○ WEST LINN
WILLAMETTE
WILSONVILLE
ZIGZAG

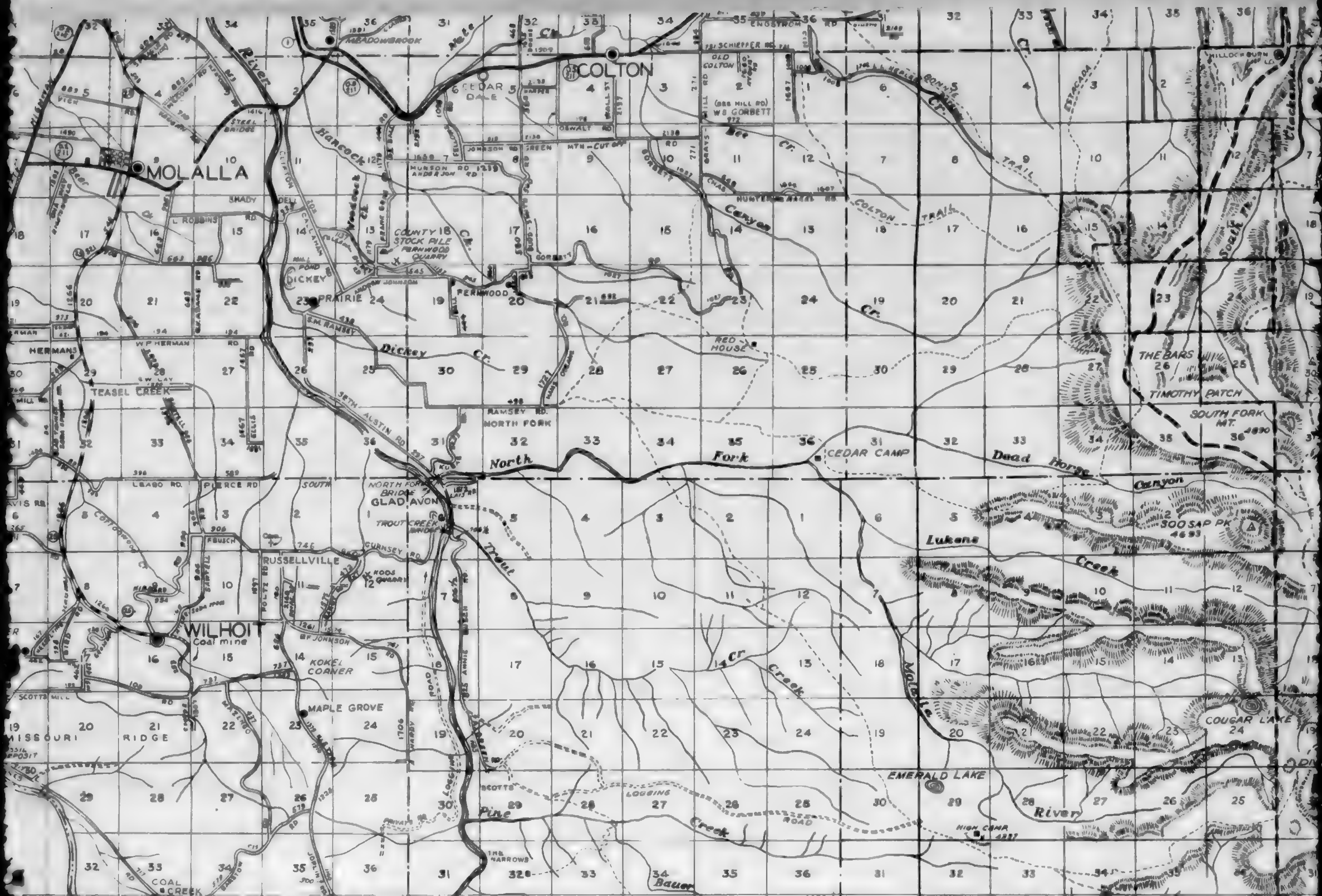
○ INDICATES RURAL ROUTES

LEGEND

COUNTY LINE
TOWNSHIP LINE
SECTION LINE
FOREST BOUNDARY
CITY LIMITS
U.S. HIGHWAY ROUTES
STATE PRIMARY ROUTES
STATE SECONDARY ROUTE
COUNTY MARKET ROADS
COUNTY ROADS
COUNTY ROADS RIGHT OF WAY ONLY
NON COUNTY ROADS
FOREST SERVICE ROADS
TELEPHONE LINE ALONG ROAD
RAILROAD
TRAIL
TELEPHONE LINE ALONG TRAIL
WAY TRAIL
CITIES AND COMMUNITIES WITH SCHOOLS
COMMUNITIES WITHOUT SCHOOLS
SCHOOL BUILDING
PERMANENT LOOKOUT STATION
IMPROVED FOREST CAMP
DISTRICT RANGER STATION
TRIAGULATION STATION
LOCALITY
GUARD STATION NOT PERMANENTLY OCCUPIED
TRIANGULATION AND PERMANENT LOOKOUT STATION
POWER HOUSE
X 325 B.M. BENCH MARK
MEADOW
PARK
ROCK QUARRY
CEMETERY
CHURCH
RADIO TRANSMITTER

195

Redraw Jan-Apr 1953 A. J. Hoffmann



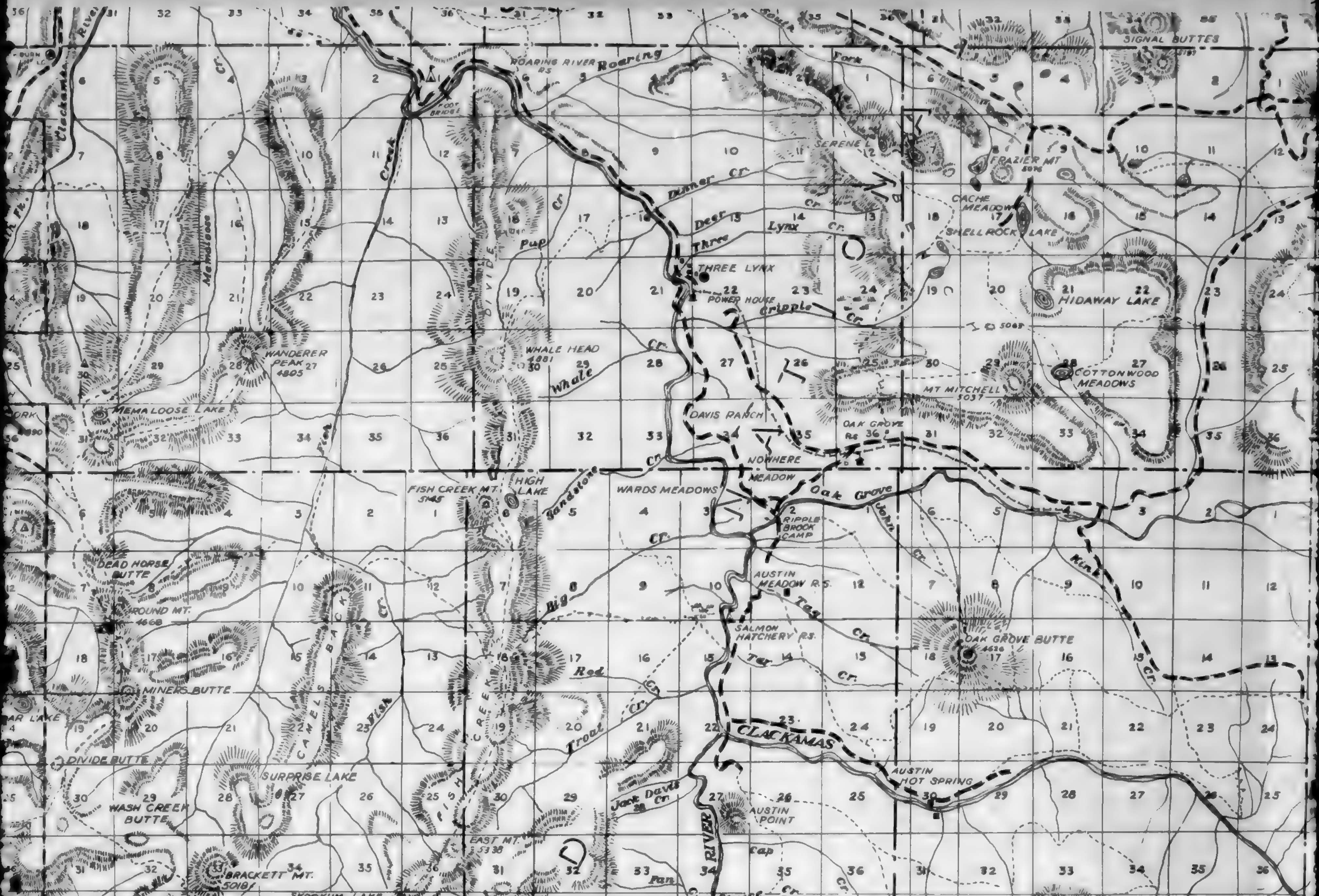
1950 POPULATION

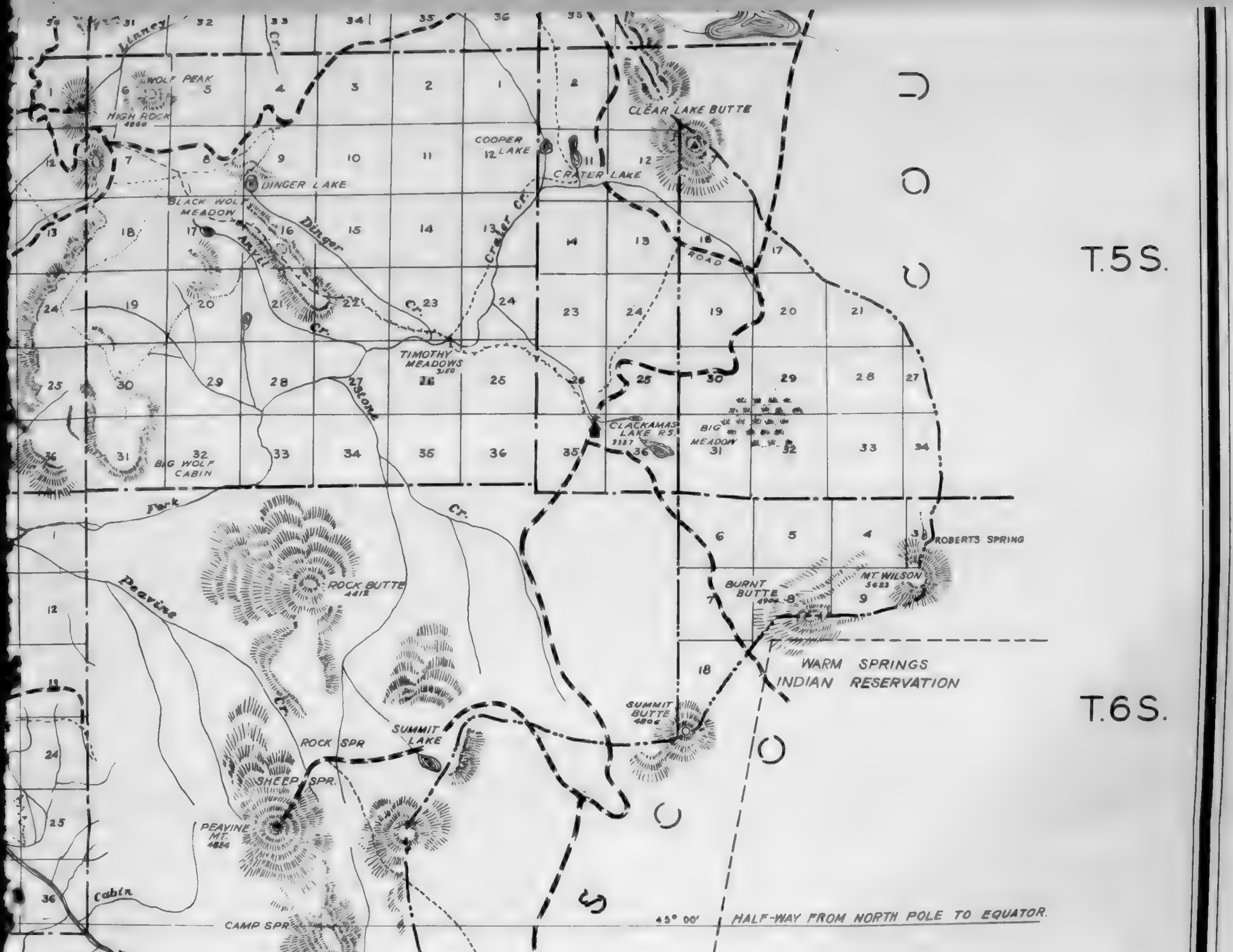
CLACKAMAS COUNTY	86,716

INCORPORATED CITIES

BARLOW	75
CANBY	671
ESTACADA	950
GLADSTONE	2434
MILWAUKIE	5253
MOLALLA	1497
OREGON CITY	7682
OSWEGO	3316
SANDY	1003
WEST LINN	2946

AREA 1890 SQUARE MILES


ROARING RIVER R.S.
Roaring
FOOT BRIDGE
SIGNAL BUTTES
SERENE L.
FRAZIER MT 5076
CACHE MEADOW
SHELL ROCK LAKE
HIDAWAY LAKE
THREE LYNX
POWER HOUSE
Cripple Cr.
Three Lynx Cr.
Dinner Cr.
Pup Cr.
WHALE HEAD 4881
Whale Cr.
WANDERER PEAK 4805
MEMALOOSE LAKE
Memaloose Cr.
DAVIS RANCH
OAK GROVE R.S.
MT MITCHELL 5037
COTTONWOOD MEADOWS
NOWHERE MEADOW
WARDS MEADOWS
FISH CREEK MT. 5145
HIGH LAKE
Sandstone Cr.
RIPPLE BROOK CAMP
Oak Grove
AUSTIN MEADOW R.S.
Tag Cr.
SALMON HATCHERY R.S.
OAK GROVE BUTTE 4626
DEAD HORSE BUTTE
ROUND MT. 4668
MINERS BUTTE
DIVIDE BUTTE
SURPRISE LAKE
WASH CREEK BUTTE
CAMELS BACK
Big Cr.
Red Cr.
Trout Cr.
CLACKAMAS RIVER
AUSTIN HOT SPRING
AUSTIN POINT
Jack Davis Cr.
EAST MT. 5338
BRACKETT MT. 5018
SKOOKUM LAKE
BATY BUTTE 5084
THUNDER MT. 5230
LOST CREEK MEADOWS
Sluice Cr.
Fan Cr.
ALDER
SWAMP R.S.
COLLAWASH
GRANITE PEAK
TOMS MEADOWS
Buckeye Cr.
MT LOWE
Lowe Cr.
JIMS MEADOW
BOB MEADOW
Tumble Cr.
Happy Cr.
Rhododendron Cr.
RHODODENDRON MEADOW
BAGBY HOT SPRINGS R.S.
THE FARM
Farm Cr.
Van Cleve Cr.
PASOLA MT 4945
Dickey Cr.
DICKEY PEAK 5282
SOUTH DICKEY PEAK 5404
PIKES PEAK 5720
KNOB ROCK
BURNT MT 4767
Hugh Cr.
Bakers Cr.
Spring Cr.
SUMMIT MEADOW
Fawn
122°0' WEST LONG.
MT. HOOD NATIONAL FOREST
R.5E.
R.6E.
R.7E.



WOLF PEAK
HIGH ROCK 4960
Linney
Cr.
COOPER LAKE
CRATER LAKE
CLEAR LAKE BUTTE
DINGER LAKE
BLACK WOLF MEADOW
Dinger
Anvil
Cr.
Crater Cr.
Cr.
TIMOTHY MEADOWS 3150
Stone
BIG WOLF CABIN
ROAD
CLACKAMAS LAKE R.S. 3337
BIG MEADOW
ROBERTS SPRING
MT. WILSON 5623
BURNT BUTTE 4904
WARM SPRINGS INDIAN RESERVATION
Fork
Cr.
Peavine
ROCK BUTTE 4412
Cr.
ROCK SPR
SUMMIT LAKE
SUMMIT BUTTE 4806
SHEEP SPR.
PEAVINE MT. 4854
Cabin
CAMP SPR
45° 00'
HALF-WAY FROM NORTH POLE TO EQUATOR.
RIVER
Fin Cr.
Last Cr.
Pinhead Cr.
Cr.
Cr.
Cr.
NORTH PINHEAD BUTTE 5643
WEST PINHEAD BUTTE 5617
SOUTH PINHEAD BUTTE
BEAR SKULL SPRING
LEMITI R.S.
SISI BUTTES
ON
W A S C O
C O U
T.5 S.
T.6 S.
T.7 S.
R.8 E.
R.8½ E.
R.9 E.

4-6606 Astoria-Megler Ferry Service 1959
SEE: Maint.-Ferries-Astoria-Megler
#5464

Remington Rand
CATALOG NO 50428 R IF FASTENERS
ARE TO BE INCLUDED PLEASE SPEC
REMCRAFT FOLDER
MADE IN A

305-1705 Clatskanie (4th St.) 1959
Grad. & Pav. Proj.
#5465

Sp. State Tax St. Fund 132

NOTED
C. G. SWENSON

January 12, 1960

Mr. R. J. Pascoe
City Recorder
City Hall
Clatskanie, Oregon

NOTED
[illegible] C. A[illegible]

Dear Sir:

Final costs are now available for the reconstruction of Fourth Street in Clatskanie, and as shown in the attached statement, a refund of $3,866.94 is due the city.

A check in this amount will be forwarded by our accounting division in the very near future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

HCA:mm
Att.

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT
INVOICE

INVOICE NUMBER [illegible]

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible]		[illegible]

NOTED
Harold C. Ayers

[illegible]

NOTED
V. R. JONES

Make checks payable to the Oregon State Highway Department

NOTED
John F. Hagemann

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
[illegible]			[illegible]
[illegible]	[illegible]	[illegible]	

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150X (REVISED 12-50)

Form A-[illegible]—[illegible]—

REGON STATE HIGHWAY DEPARTMEN

Request for Outside Billing

(Or Advice of Cash Transaction)

NOTED
C. G. SWENSON

Address invoice to:

City of Clatskanie
Clatskanie, Oregon

Attention of R. J. Pascoe, City Recorder

Request No. (assigned by staff engineer or head of division) cc-568

Date 1/12/60

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final billing: City's share of cost of Fourth Street grading and basing and paving project covered by agreement dated April 16, 1959.

Itemized Statement:

Advance Deposit $5,000.00

Quantity	Unit	Description	Unit Price	Amount
		As per attached statement		
		Total Cost	$21,133.06	
		Agreed State share	20,000.00	
		Agreed City Share_-------------------		$1,133.06
		REFUND DUE CITY---------------------		$3,866.94

NOTED
JOHN D. GRAHAM

Has payer made payment for this service?

If so, what is amount of payment? . . . . . . $

Has payer made a deposit with the department to guarantee payment? Yes

If so, what is amount of deposit? . . . . $ 5,000.00

Is this a partial or final request for billing? Final

Have there been any previous requests for billing in connection with this same service? No

If so, give total of all previous requests . . . . $

Also give number of last previous request

Credit distribution:

= 305-1705-295

Submitted by:

H. C. Ayers

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the accounting division through the office engineer. Additional copies shall be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the accounting division.

State Printing

OREGON STATE HIGHWAY DEPARTMENT
ITEMIZED STATEMENT OF FINAL COST

1/12/60

CONTRACT NO. 5465, SPECIAL CITY ALLOTMENT PROJECT

CITY OF CLATSKANIE, Fourth Street: Grade, base, and pave.

PAYMENTS TO CONTRACTOR

	Item	Qty.		@	Total
1.	Drainage excavation	10.49	c.y.	$ 4.00	$ 41.96
2.	Embankment in place	992.9	c.y.	1.50	1,489.35
3.	10" corrugated metal pipe	--		--	--
4.	8" concrete sewer pipe	36	l.f.	2.00	72.00
5.	Concrete manholes	1	each	350.00	350.00
6.	Concrete inlets	2	each	95.00	190.00
7.	Coarse crushed material in base	1560	c.y.	4.75	7,410.00
8.	3/4"-0" mat'l. in base & shldrs.	392.5	c.y.	4.85	1,903.63
9.	Sprinkling	38	M/gal.	5.00	190.00
10.	Class B asphaltic concrete	580.65	tons	11.50	6,677.48
11.	Extra for paving approaches	5	each	30.00	150.00
12.	12" concrete sewer pipe	9	l.f.	3.50	31.50

Subtotal, Contract Items	$18,505.92
Engineering & Contingencies	1,716.20
Survey	910.94
TOTAL COST	$21,133.06
Agreed State Share	20,000.00
AGREED CITY SHARE	$ 1,133.06
City Advance Deposit	$ 5,000.00
REFUND DUE CITY.	$ 3,866.94

HCA:mm

Mr. W[illegible]

RECEIVED
[illegible] 1960
FOR FILING

A

December 23, 1959

NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS

Grading and Paving
Contractor: Walter Goodat
Resident Engineer: Ed. Hall

Clatskanie (4th Street)
Contract No. 5465 305-1705

5465

Columbia County
Prefix 305-1705-201(41)

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
1. Drainage Excav., Unclass.	10.46	Cu. Yd.	1.75	4.00	18.35	41.96
2. Embankment in Place	992.9	Cu. Yd.	2.03	1.50	2,014.37	1,489.35
4. 8" Sewer Pipe	36	Lin Ft.	1.65	2.00	59.23	72.00
5. Concrete Manholes	1	each	242.01	350.00	242.01	350.00
6. Concrete Inlets Type G	2	Each	65.15	95.00	130.30	190.00
7. Coarse Cr. Mat'l in Base	1,560	Cu. Yd.	4.43	4.75	6,915.33	7,410.00
8. 3/4"-0 Cr. Mat'l in Base	392.5	Cu. Yd.	4.75	4.85	1,865.66	1,903.63
9. Sprinkling	38	M-Gal.	6.22	5.00	236.44	190.00
10. Class "B" Asph. Concrete	580.65	Tons	9.38	11.50	5,448.31	6,677.48
11. Extra for Paving Approaches	5	Each	6.79	30.00	33.94	150.00
PA#1 12" Concrete Pipe	9	Lin. Ft.	2.94	3.50	26.43	31.50
					16,991.73	18,505.92

Gross Revenue	$ 18,505.92
Total Cost	16,991.73
Net Profit	$ 1,514.19

Net Profit equals 8.18% of Gross Revenue

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OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COSTS - Contract No. 5465

Labor:				
Labor			$ 2,655.20	
Labor Insurance			358.21	
Health and Welfare			24.83	$ 3,038.24
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental			4,499.59	
Gas, Oil, and Grease			326.41	
Bond			143.79	
P.L. and P.D. Insurance			200.00	
Lumber, Nails and Forms			134.44	
Move In			150.00	
Home Office and General Overhead			200.00	5,654.23
Materials:				
Coarse Cr. Mat'l	1,560 Cu.Yd.1	@ $1.50	2,340.00	
3/4"-0 Cr. Mat'l	392.5 Cu.Yd.	@ $1.75	686.88	
8" Sewer Pipe	36 Lin. Ft.	@ $0.75	27.00	
12" Concrete Pipe	9 Lin. Ft.	@ $2.17	19.53	
Asph. Concrete Aggregates	580.65 Tons	@ $1.00	580.65	3,654.06
Subcontractor:				
The United Contracting Co.	580.65 Tons	@ $8.00	4,645.20	4,645.20
		TOTAL COST		$ 16,991.73

Remarks - Contract No. 5465

This project was bid April 14, 1959 and awarded April 17, 1959.

The contractor started grading on May 1, 1959 using one truck to haul the embankment material. Although the grading was accomplished in eight actual working days, it was not completed until June 25th due to intermittent heavy rains which caused numerous shutdowns.

The hauling of coarse crushed base was started on July 10th and completed July 20th. The hauling and placing of base key was performed on July 27th. The paving was started on July 28th and completed the next day.

The blading and rolling of the shoulders, which completed the project, was accomplished on August 3, 1959.

The equipment used on the project consisted of dump trucks, an HD-5 tractor, shovel, loader, blade, roller, water wagon, and miscellaneous small tools. All equipment was in good condition.

The paving aggregates were hauled from the Goodat Crushing Company plant at Rainier and the asphaltic concrete was mixed and laid by the United Contracting Company.

A good profit was realized by the contractor in spite of losses on some items.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

NOTED
V. R JONES

NOTED
C. G. SWENSON

November 12, 1959

Mr. R. J. Pascoe
City Recorder
Clatskanie, Oregon

NOTED
Harold C. Ayers

Dear Mr. Pascoe:

Reference is made to your letter of November 10, 1959, regarding final costs on the Fourth Street construction project. Final costs on this project should be in the December books and we will on about December 14 be able to make the refund to the city. It now appears that you will receive a refund of between $3,800 and $3,900.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm

CITY OF CLATSKANIE, OREGON

CLATSKANIE, OREGON

November 10, 1959

State Highway Department
State of Oregon
Salem, Oregon

Attn: State Highway Engineer
County & City Relations

Gentlemen:

Reference is made to the construction project on Fourth Street in the City of Clatskanie, work on which was completed last summer.

It is our understanding that there is a considerable portion of the $5,000.00 deposited with you last April which is due to be refunded to the City of Clastkanie. If such is the case we are anxious to know the amount and when we may expect payment of same. Our finances are at a low ebb, and we would appreciate anything you do to expedite such payment.

May we please hear from you.

Very truly yours,

CITY OF CLATSKANIE

By R. J. Pascoe
Recorder

RECEIVED
NOV 12 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 16, 1959

305-1705

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5465	4 Final	Walter Goodat	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24862	65952	$555.18	10-12-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapcoske
ACCOUNTING DIVISION

Specified completion date: 70 workdays from May 1, 1959

Time Extensions: None of record

Completion Date: August 3, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 19, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 1 9 1959

NOTED ON CARD

RECEIVED
SEP 29 1959
FOR FILING
305-1215
5465

A

September 28, 1959

Maryland Casualty Co.,
Baltimore 3
Maryland

Gentlemen:

State Highway contract #5465 for grading-paving the 4th Street Section in Clatskanie, Columbia County, was completed by the contractor, Walter Goodat, on August 3, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $555.18 will be released to the contractor on or after October 8, 1959. The total contract amount is $18,505.92, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Co.,
Seth Leavens Agency
Jackson Tower
806 SW Broadway
Portland, Oregon

RECEIVED
AUG 31 1959

FOR FILING

[illegible] 1705

5465

A

August 28, 1959

Maryland Casualty Co.
Baltimore 3, Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Walter Goodat on Contract No. 5465, for grading and paving Fourth Street in Clatskanie, Columbia County.

This payment, in the amount of $16,688.94, will be released to the contractor on or after September 8, 1959. The retained percentage is $555.18.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Seth Leavens Agency
Jackson Tower
806 S. W. Broadway
Portland, Oregon

NOTED ON CARD
jmc
8/26/59

Form E-1—(Rev.)—

305-1705

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 14, 1959

Section Clatskanie (4th Street)

Kind of work Grading & Paving

Highway City Street County Columbia

Section prefix 305-1705

Contractor Walter Goodat

Contract number 5465

Date of contract April 17, 1959

Specified work days 70

Date work started May 1, 1959

Work days used 39

Project authorization $24,431.63

Exclusive of engineering $22,694.27

Per cent of time elapsed 56 %

Estimated cost of completed project, exclusive of engineering . . . $18,471.36

Estimated per cent ~~overrun or~~ underrun . . . 17 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization $1,737.36

Engineering cost to date $ 1,737.36, 100 %

Date project was completed August 3, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Mr. J. D. Walker, Division Engineer, inspected the project on Tuesday.

Semi-Final Estimate submitted to Division Office on Friday

FINAL REPORT

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
AUG 17 1959
NOTED- CE ACE ACE COE

Signed E J Hall Res. Engr.

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.23	0.23			0.23
Miles partially completed					
Miles completed	0.23	0.23			0.23
Total estimated quantities (contract)	1,290 C.Y.	2,140 C.Y.			720 T
Total quantities corrected to date	993	1952			
Estimated quantities moved or placed to date	993	1952			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear		
Tuesday	Overcast		
Wednesday	Showers		
Thursday	Clear		
Friday	Clear		
Saturday			

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

RECEIVED
MAY 6 - 1959
FOR FILING

305-1705

5465

May 6, 1959

Mr. Walter Goodat
1735 SE Union Avenue
Portland
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract #5465, awarded April 17, 1959,
for grading-paving on 4th Street in
Clatskanie, Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
R 23 1959
FOR FILING

[illegible]

5465

#5465

Salem, Oregon
April 23, 1959

[illegible] #122

$250,000 Fund Agreement
City of Clatskanie

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of an agreement with the City of Clatskanie covering the Special City Allotment project on Fourth Street in Clatskanie.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Clatskanie, Oregon.

Secretary

rn
Attach: 1

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 10, 1959
Salem, Oregon

SUBJECT: $250,000 Fund Agreement
City of Clatskanie

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Fourth Street in Clatskanie. Two copies of the agreement have been executed by the City and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on October 23, 1958.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

[illegible]
DATE 10-23-58 Min Page 82
Floyd Query

RECEIVED
[illegible] 1959
FOR FILING

305-[illegible]

5465

April 23, 1959

Mr. R. J. Pascoe, City Recorder
City Hall
Clatskanie, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Clatskanie covering the Special City Allotment project on Fourth Street in Clatskanie.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

NOTED
V. R. JONES

NOTED
C. G. SWENSON

April 20, 1959

NOTED
Harold C. Ayers

Mr. R. J. Pascoe
City Recorder
Clatskanie, Oregon ✓

250
1959

Dear Mr. Pascoe:

We acknowledge receipt of the city's check in the amount of $5,000 as the city's deposit on the Fourth Street project in Clatskanie.

The contract has been awarded to Walter Goodat and he is required to complete the project within 70 work days from May 1, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

HCA:cg

cc: Hon. J.D. Puzey
Mayor

RECEIVED
MAY 1 - 1959

FOR FILING

[illegible]

5465

April 17, 1959

Walter Goodat
1735 S. E. Union Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 accepted your proposal for grading and paving on 4th Street in Clatskanie, Columbia County, for the sum of $21,617.09 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5465.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Daily Journal of Commerce

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$ S E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 17, 1959

Walter Goodat
1735 S. E. Union Avenue
Portland, Oregon

Contract for grading and paving in Clatskanie, Columbia County for which you submitted low bid on April 14, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
April 17, 1959

Advance Deposit
City of Clatskanie ✓
Special City Allotment Project - 1959 ✓

Mr. C. H. Maison
OFFICE

Attached is City of Clatskanie Check No. 2590 in the amount of $5,000. This represents the city's share of the estimated cost of the Special City Allotment project on Fourth Street in Clatskanie.

C. G. Swenson
Engineer, County & City Relations

By

H. C. Ayers
Field Engineer

HCA:mm
Att.

cc: G. S. Paxson
S. H. Probert

NOTED
JOHN D. GRAHAM

CITY OF CLATSKANIE, OREGON
CLATSKANIE, OREGON

250,000 [illegible]
[illegible]

RESOLUTION NO. 103

WHEREAS THE STATE OF OREGON, acting by and through its STATE HIGHWAY COMMISSION, has caused to be prepared and submitted to the CITY OF CLATSKANIE an agreement providing for the improvement of Fourth Street from Bridge Street to a point easterly of Spring Street intersection, a distance of approximately 1,300 linear feet, within the said City by the terms of which agreement the State is to pay the costs not to exceed $20,000.00, and the City is to pay all costs in excess of $20,000.00 as its share of the total cost of such improvement; and whereas said agreement as submitted has been read in full to the Council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City of Clatskanie that the Mayor and Recorder are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing Resolution was duly adopted by the Council of the City of Clatskanie on the 6th day of April, 1959.

Mayor

ATTEST:

F. J. Pascoe
Recorder

CITY OF CLATSKANIE, OREGON

CLATSKANIE, OREGON

April 6, 1959

State Highway Department
State of Oregon
Salem, Oregon

Attn: State Highway Engineer

Gentlemen:

In compliance with your letter of March 17, 1959, enclosed herewith are three signed copies of agreement and a copy of the resolution authorizing signatures on same.

Very truly yours,

CITY OF CLATSKANIE

By ____________
Recorder

Encl: Agreement (trip)
Resolution #103

RECEIVED
APR [illegible] 1959
[illegible]

RECEIVED
APR 6 1959
[illegible]

RECEIVED
MAR - 1959
FOR FILING

NOTED
W. C. WILLIAMS

[illegible]

LOCATION PROSPECTUS
FOURTH STREET FROM BRIDGE STREET TO EAST CITY LIMITS
TOWN OF CLATSKANIE
COLUMBIA COUNTY

The following prospectus is submitted regarding Fourth Street in the town of Clatskanie, in Columbia County. The northwesterly terminus is at the intersection of Bridge Street and Fourth Street. The southeasterly terminus is at the east city limits. Overall length of the project is approximately 0.35 mile.

This will be a survey for the purpose of widening the present roadbed to 28 feet, placing additional base rock where required, and constructing a 20-foot asphaltic concrete pavement.

The existing alignment will be maintained. The present oil mat will be scarified and low sections will be built up with 3/4"-0 crushed rock. There are no special drainage problems. An economic analysis is not necessary.

The present ADT is 500 and the 1975 projected ADT is 800. The typical cross-section will consist of two 10-foot running lanes with 4-foot shoulders. Tentative base design by G. L. Decker is:

Asphaltic Concrete	3"	
3/4"-0 Level Course	2"	
Coarse Crushed Base	12½"	(5" credit over existing pavement)

(Base design subject to change upon completion of soils investigation.)

Further agreements with the city are not necessary.

There are no state parks affected by this project.

March 3, 1959

Attachment

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker (3)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

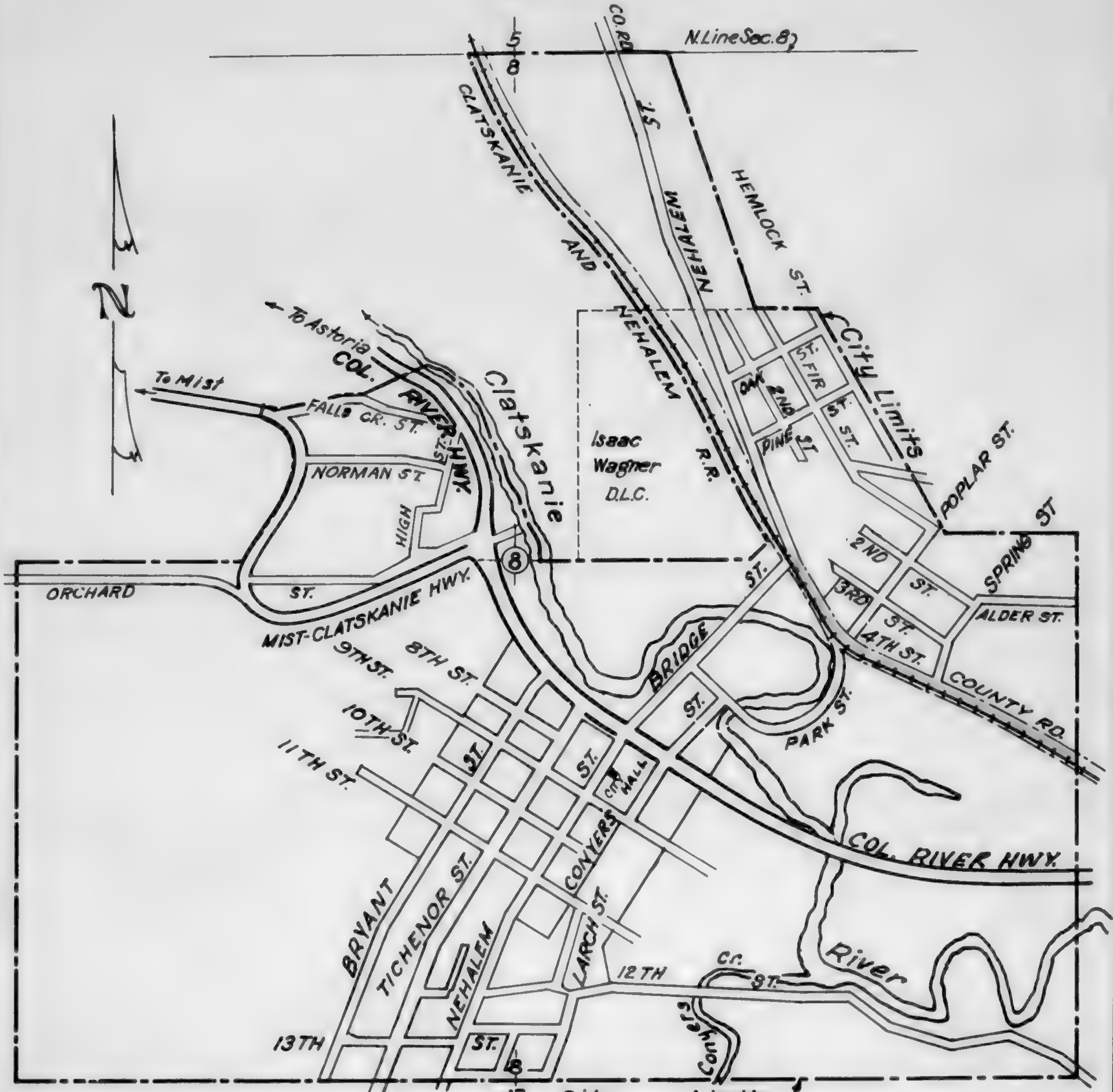
RECEIVED
MAR - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

CLATSKANIE

T. 7 N., R. 4 W., W.M.

COLUMBIA COUNTY

Scale: 1" = 800'



Rev. 5-28-'56

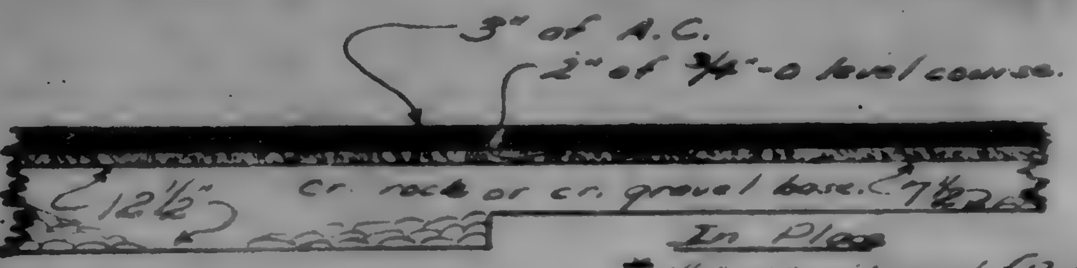
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

4th Street
Section (From Bridge St. – E. City Limits) Highway City of Clatskanie County Columbia Prefix

Res. Engr. ______ Length of Project ____ Miles. Sta. ______ to Sta. ______ Date 9-11-58

TYPICAL SECTIONS Traffic Classif. – Medium-Heavy (Logging Area)

New Work | Existing Roadway



In Place
* 1½"-2" oil mat (Patched & broken.)
** 7"-8" cr. rock base.

5" Credit

① Typical Soil
24 LL
3 PI
71 % P. 200
42 % Silt
18 % Clay
13 "R" Value

© Loom

* Recommend that the existing oil mat be broken up or scarified to form a better bond with the new base rock.

Required Base & Wear		Designed Base & Wear		
Crushed	Not Crushed	Exist. Surf. Allow.	New Work	
			3	[illegible]
			2	[illegible]
			12½	[illegible]
17½			17½	
Over Existing Roadway				
			3	[illegible]
			2	[illegible]
			7½	[illegible]
		5		
17½			17½	

RECEIVED
SEP 18 1958
ENGINEER
COUNTY & CITY RELATIONS

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											
** Test of existing base	457387	2.71	Rock	3"	46.4	16.2	16.3	—	— 21	2	

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by G. L. Deuker
Staff Assistant
[redacted]

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

FORM E-133

No. 20

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

April 23, 1958

NOTED
Harold C. Ayers

Mr. R. J. Pascoe
City Recorder
Clatskanie, Oregon

NOTED
John F. Hagemann

Dear Mr. Pascoe:

This is to acknowledge receipt of a resolution adopted by the City of Clatskanie requesting aid from the annual $250,000 Special City Allotment fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1959 program.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
C. G. Swenson
Engineer, County and City Relations

CGS:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
[illegible] 1958
ENGINEER
COUNTY & CITY RELATIONS

RESOLUTION No. 98

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Clatskanie is an incorporated city of the State of Oregon, and has a population of 888, as given by the latest official census, and

WHEREAS, the following streets of said city, Fourth Street,

Form cc-50 (1953 Rev.)
Special City Allotment

from its intersection with Bridge Street southeasterly to the easterly city limits.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Fourth Street, from its intersection with Bridge Street southeasterly to the easterly city limits,

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Clatskanie does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mayor J. D. Puzey as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 7th day of April, 1958.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Clatskanie at a regular or special meeting of said Council, held on the 7th day of April, 1958, and the above copy is a true and correct copy of the original and of the whole thereof.

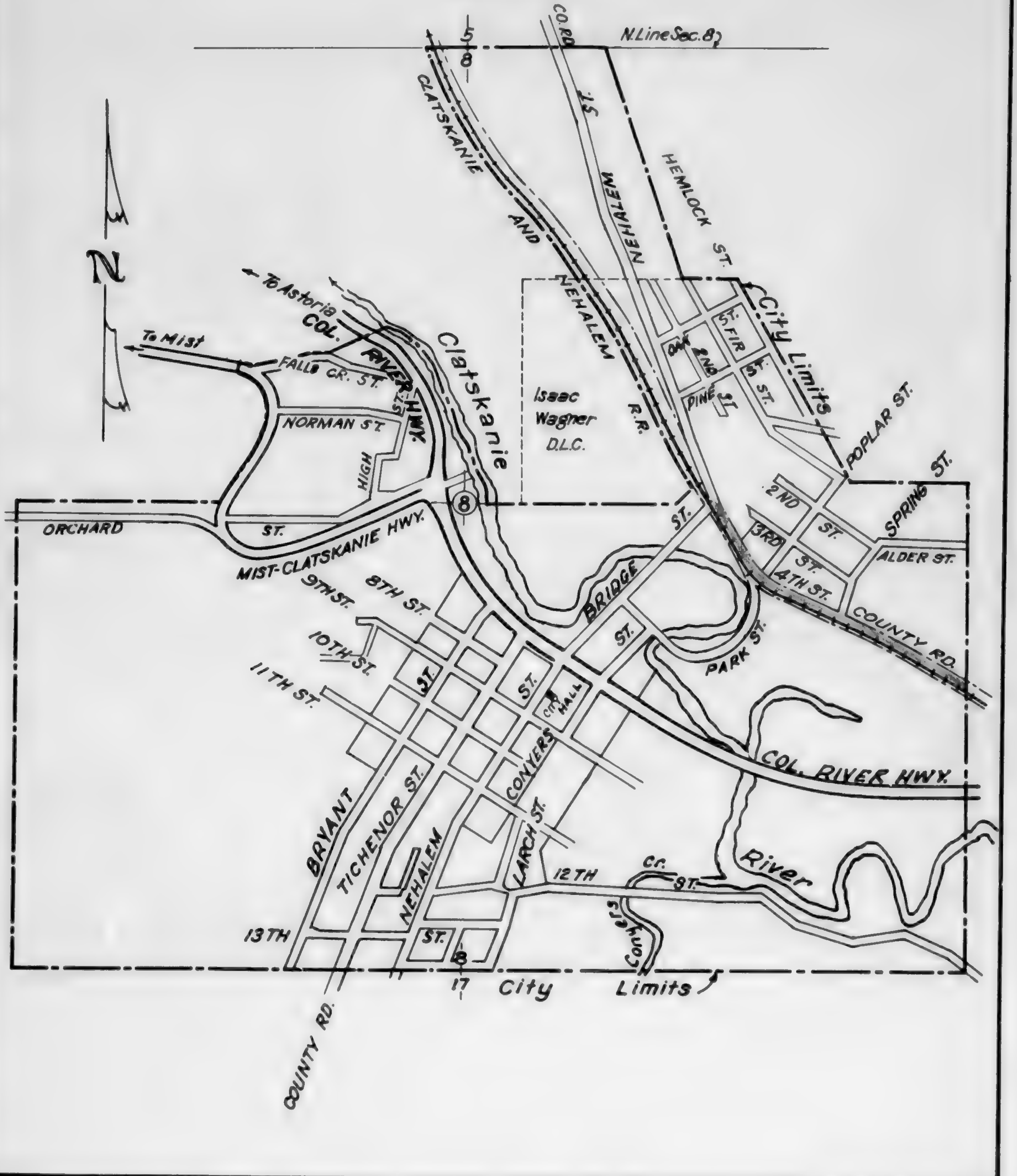
Dated this 21st day of April, 1958.

City Recorder

Form cc-50 (1953 Rev.)

CLATSKANIE

T. 7 N., R. 4 W., W.M.
COLUMBIA COUNTY
Scale: 1" = 800'



Rev. 5-28-'56

~~FAS~~_____ County____________________ Contract No.________

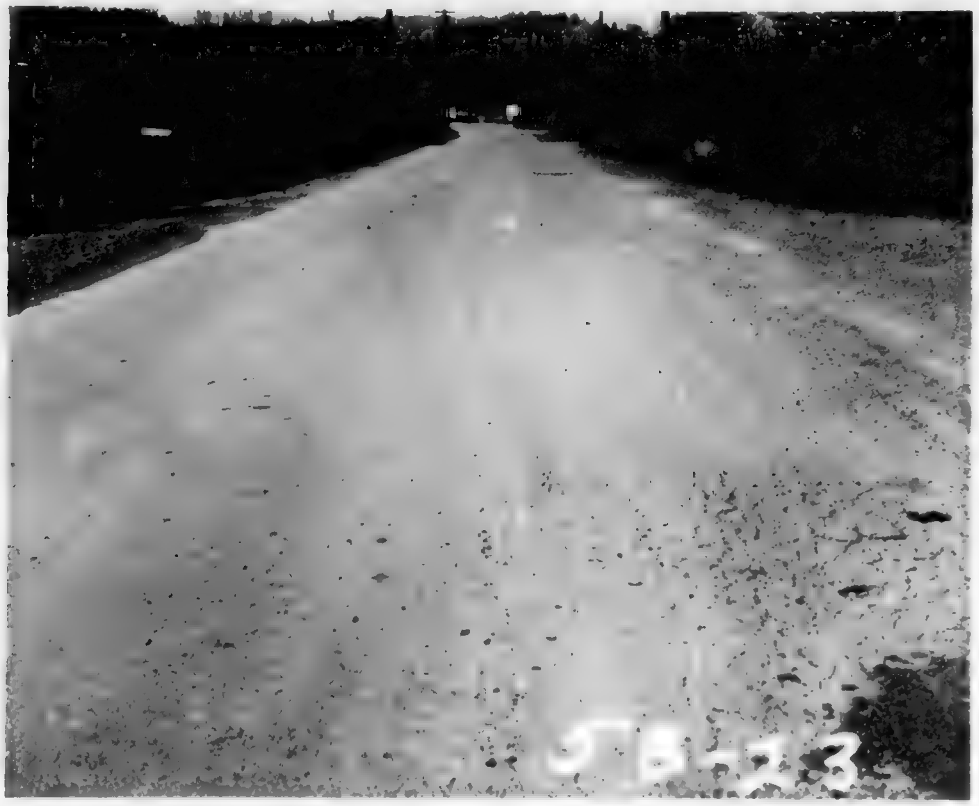
Section 4th Street

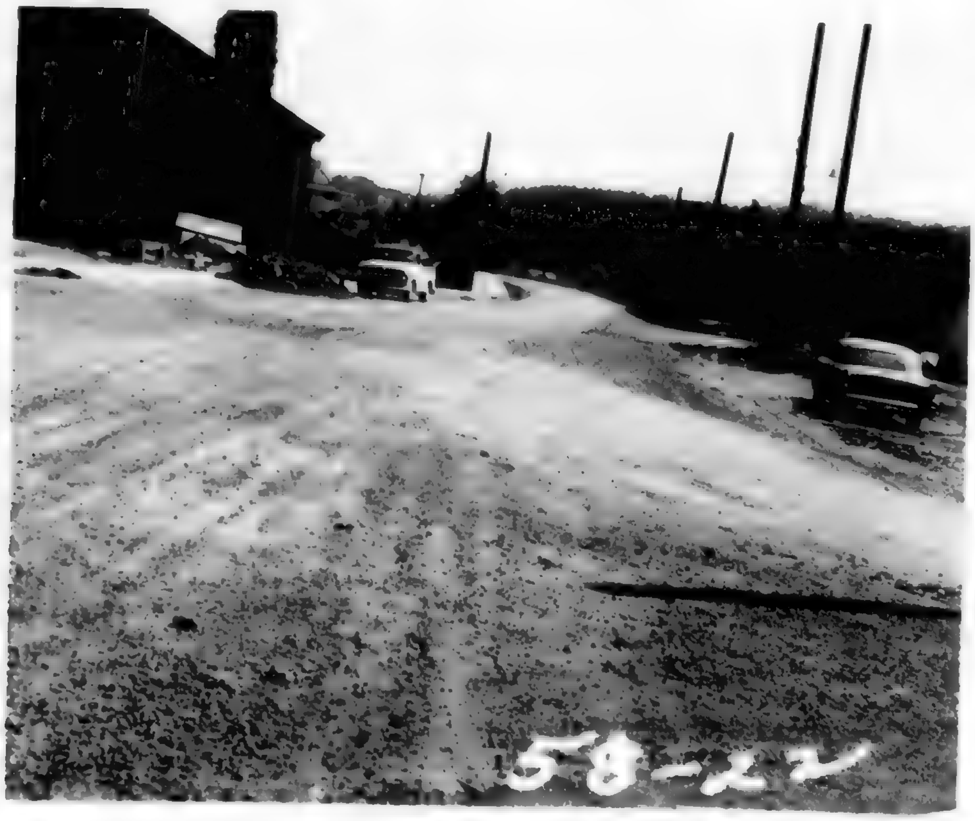
Location Clatskanie

FAS_____ County____________________ Contract No._______

Section [illegible]

Location [illegible]





~~FAS~~____ County__________ Contract No.______

Section 4th Street

Location Clatskanie

~~FAS~~____ County________________ Contract No._______

Section 4th Street

Location Clatskanie

S-97(5) Mason Siding-Poker Cr. 1959
& Bridgeport Jct.-Baker
#5466 Secs. (Oiling & rock prod.)

RECEIVED
0
FOR FILING
L-97(5)

5466

Home Office • 728 St. Helens Avenue • Box 1216 • Tacoma 1, Washington

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

October 27, 1960

State of Oregon
State Highway Department
Salem, Oregon

Mr. Floyd Query, Secretary

Gentlemen:

Arthur Simonsen and Company
- State of Oregon

This acknowledges receipt of your letter of October 10, 1960 in which you advise that you are now in receipt of a letter dated October 7 from the American Bitumuls and Asphalt Company to the effect that payment has been received by them from Russell Olson Construction Company in the sum of $13,109.55, thereby disposing of the claim previously brought to our attention.

We thank you for advising us concerning this and note that we have also received a letter under date of October 7, 1960 setting forth similar information by the claimant. Since this apparently disposes of this matter, we are closing our file.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

H. Reints
Henry F. Reints
Claim Department

HFR:ph
cc: Rea and Ragsdale Agency
cc: Arthur Simonsen and Company

NOTED
FLOYD QUERY

RECEIVED
OCT 28 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
[illegible]

RECEIVED
OCT 10 1960
FOR FILING

5-97(1)

5466

October 10, 1960

American Bitumuls & Asphalt Company
P. O. Box 4062
Portland 8, Oregon

Attention: Mr. Otto Hoefler
District Manager

Gentlemen:

Thank you for your letter, dated October 7, informing us that you have received payment in the amount of $13,109.55 from Russell Olson Construction Co., subcontractor on State Highway Contract No. 5466.

Our records indicate that this is a claim which you had filed in connection with the Arthur Simonsen & Co. contract for grading, oiling and rock production on the Mason Siding-Poker Creek & Bridgeport Jct.-Baker Section of the Sumpter Valley and Baker-Unity Highways in Baker County.

This information will be brought to the attention of the surety and the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

AMERICAN BITUMULS & ASPHALT COMPANY
5501 N. W. FRONT AVENUE • P. O. BOX 4062 • PORTLAND 8 • OREGON

EXECUTIVE OFFICES
SAN FRANCISCO

October 7, 1960

Oregon State Highway Dept.
Salem,
Oregon

Attention: Floyd Query, Secretary

Gentlemen:

This is to advise you that we have received payment in the amount of $13,109.55 from the Russell Olson Construction Company (subcontractor) on State Highway Contract #5466 with Arthur Simonsen & Co. as prime contractor. We had filed a claim against the bond of Arthur Simonsen & Co., the principal, and wish to advise you that all obligations have been satisfied and, therefore, we wish to withdraw any claims against this prime contractor.

Very truly yours,

AMERICAN BITUMULS & ASPHALT COMPANY

Otto Hoefler

Otto Hoefler
District Manager

GML:cd

NOTED
FLOYD QUERY

NOTED
[illegible] HEAD

RECEIVED
OCT 10 1960
OREGON
STATE HIGHWAY COMMISSION

BITUMULS—EMULSIFIED ASPHALTS • LAYKOLD • BITUSIZE—INDUSTRIAL ASPHALT EMULSIONS • ASPHALTS—PAVING AND INDUSTRIAL

RECEIVED
OCT 1960
FOR FILING
5 1-(3)
5466

October 10, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

A letter, dated October 7, has been received from American Bitumuls & Asphalt Company, informing us that they have received payment in the amount of $13,109.55 from Russell Olson Construction Co., subcontractor on State Highway Contract No. 5466.

Our records indicate this to be in connection with the Arthur Simonsen & Co. Contract for grading, oiling and rock production on the Mason Siding-Poker Creek & Bridgeport Jct.-Baker Section of the Sumpter Valley and Baker-Unity Highways in Baker County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Rees & Ragsdale Agency
2009 Main St.
Baker, Oregon

NOTED ON CARD
dc

Arthur Simonsen & Co.
3755 - 8th St.
Baker, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
JUN - 8 1960
FOR FILING
S-97-51
5466

June 8, 1960

Mr. David C. Silven
Banta, Silven, Horton & Young
Attorneys at Law
1950 Third Street
Baker, Oregon

Dear Sir:

Reference is made to your letter dated May 18, 1960 requesting information concerning an accident which took place on the Mason Siding-Poker Creek Section of the Sumpter Valley Highway on September 28, 1959.

The resident engineer on the project was Mr. L. C. Stratton who has offices in the Rand Building at Baker. I understand he has personally contacted you and supplied you with the information requested.

For the record, he states that Mr. Marvin M. Schmidt and Mr. Leo I. Tipton of the State Highway Department were on the job during September 28. Both men can be contacted through Mr. Stratton's office.

Work during the day consisted of brooming the final seal coat of asphalt. The project was signed with standard termini signs, plus "New Oil - Speed 35 M.P.H." signs placed at intervals throughout the project.

If you require further information, please feel free to contact Mr. Stratton.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp me
cc: Tom Edwards
A. F. Parson
L. C. Stratton
Forrest Cooper

LAW OFFICES
BANTA, SILVEN, HORTON & YOUNG
1950 THIRD STREET
BAKER, OREGON
JACKSON 3-4442

HAROLD BANTA
DAVID C. SILVEN
JOHN S. HORTON
THOMAS F. YOUNG

NICHOLS & HALLOCK
1919-1922
NICHOLS, HALLOCK & DONALD
1923-1929
HALLOCK, DONALD & BANTA
1930-1945
HALLOCK, DONALD, BANTA & SILVEN
1946-1950
HALLOCK, BANTA, SILVEN & HORTON
1951-1954
BANTA, SILVEN & HORTON
1955-1959

May 18th, 1960

REFERRED TO
Constn Engr.
BY SECRETARY

State Highway Commission
Salem, Oregon

Gentlemen:

An action has been instituted by Arthur Simonsen and Company against Carl Henshew, for property damages arising out of a collision which occurred September 28th, 1959, on State Highway 220, between the plaintiff's grader, which had been used in that road construction, and the defendant's logging truck.

It appears to us that it may become important to be adivsed of the nature and location of any road signs which the plaintiff company was ordered or directed by the highway department, to place. Will you therefore promptly advise us of the orders given or requirements made in that particular, indicating whether they are part of the contract, by separate writing or orally given, and if the latter, by whom, to whom and when.

Very truly yours,

BANTA, SILVEN, HORTON & YOUNG

By David C. Silven

DCS:bb

P.S. Will you also advise us what your records disclose as to highway personnel who were at the scene of the accident that day, also furnishing us their address? We understand they were inspecting the oil at the time and that may make it easier for you to ascertain the names.

DCS

CONSTRUCTION DIVISION
RECEIVED
MAY 19 1960
NOTED-- ☐ y ☐ ☐ ☐
CE ACE ACE COE

REFERRED TO
Klaber
By Ass't. Construction Engineer
Get facts RID Reply.

RECEIVED
MAY 19 1960

RECEIVED
FOR FILING

S 97(5)

5466

A

UNITED PACIFIC
Insurance Company
HOME OFFICE
728 ST HELENS AVENUE
BOX 1216
TACOMA 1, WASHINGTON

May 13, 1960

State of Oregon
State Highway Department
Salem, Oregon

Mr. Floyd Query, Secretary

Gentlemen:

Bond 21969 - Arthur Simonsen & Company - State of Oregon - Grading & Oiling & Rock Production on Sumpter Valley - Baker - Unity Highway Section - Mason Siding - Poker Creek and Bridgeport Junction, Baker County, Oregon (Highway Contract #5466)

Thank you for your letter of May 5, 1960 in which you bring to our attention the alleged claim of American Bitumuls and Asphalt Company of Portland, Oregon against Russell Olson Construction Company, Inc. in the sum of $13,109.55. We are taking the matter up with our principal, Arthur Simonsen & Company, for further information if available and, in the meantime, would appreciate it if you would keep us advised as to any information which may be brought to your attention relative to this claim or the above contract.

Very truly yours,

H. Reints
Henry F. Reints
Claims Department

HFR:db

NOTED
FLOYD QUERY

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

A

RECEIVED
[illegible] 1960
FOR FILING

S 97(5)

5466

May 12, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

We have received notification, dated May 5, 1960, from the Secretary of State, informing us that the claim of American Bitumuls & Asphalt Co., Portland, in the amount of $13,109.55 against Arthur Simonsen & Co., Baker, on Contract No. 5466 has been filed in his office, his File No. 3702.

A description of this claim was outlined in our letter to you of May 5.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
Lc

RECEIVED
MAY 9 - 1960
FOR FILING
5-9-60

5466

May 5, 1960

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

A claim letter, dated May 4, 1960, has been received from American Bitumuls & Asphalt Company, Portland, advising that Russell Olson Construction Co., Inc., owes them an amount of $13,109.55 for petroleum products furnished on the Arthur Simonsen & Co. contract.

This appears to be in connection with State Highway Contract No. 5466 with Arthur Simonsen & Co. for grading, oiling and rock production on the Mason Siding-Poker Creek & Bridgeport Jct.-Baker Section of the Sumpter Valley Highway and Baker-Unity Highway in Baker County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CC:
Rea & Ragsdale Agency
2009 Main Street
Baker, Oregon

Arthur Simonsen & Co.
2755 - 8th Street
Baker, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper
CWH:fp

NOTED ON CARD
dc

RECEIVED
MAY 9 - 1960
FOR FILING

A 97(5)

5466

A

May 5, 1960

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $13,109.55 dated May 4, received from American Bitumuls & Asphalt Company, Portland, for petroleum products furnished to Russell Olson Construction Co., Inc., against the bond taken by Arthur Simonsen & Co., Principal, from the United Pacific Insurance Company, Surety.

This appears to be in connection with State Highway Contract No. 5466 with Arthur Simonsen & Co., Baker, for grading, oiling and rock production on the Mason Siding-Poker Creek and Bridgeport Jct.-Baker Section of the Sumpter Valley Highway and Baker-Unity Highway in Baker County.

This is the claim letter which I discussed with Mr. Stephens by telephone today. It is our understanding that this claim letter will be accepted and filed in your office under date of May 5, 1960.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
dc

Enc.

CWH:fp

FORM E-127-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 5, 1960

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $13,109.55 dated May 4, received from American Bitumuls & Asphalt Company, Portland, for petroleum products furnished to Russell Olson Construction Co., Inc., against the bond taken by Arthur Simonsen & Co., Principal, from the United Pacific Insurance Company, Surety.

This appears to be in connection with State Highway Contract No. 5466 with Arthur Simonsen & Co., Baker, for grading, oiling and rock production on the Mason Siding-Poker Creek and Bridgeport Jct.-Baker Section of the Sumpter Valley Highway and Baker-Unity Highway in Baker County.

This is the claim letter which I discussed with Mr. Stephens by telephone today. It is our understanding that this claim letter will be accepted and filed in your office under date of May 5, 1960.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

File # 3702

FILED
MAY 5 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAY 5 - 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAY 10 1960
SALEM
STATE [illegible]

A

RECEIVED
MAY 9 - 1960

FOR FILING

44(5)

5466

May 5, 1960

American Bitumuls & Asphalt Company
5501 N. W. Front Avenue
Portland 10, Oregon

Attention: Mr. Otto Hoefler
District Manager

Gentlemen:

This is to acknowledge receipt of your claim letter, dated May 4, 1960, informing us that your company furnished petroleum products to Russell Olson Construction Co., Inc., in the sum of $13,109.55 against the bond of Arthur Simonsen & Co., Principal.

Our records indicate that this is State Highway Contract No. 5466 with Arthur Simonsen & Co. for grading, oiling, and rock production on the Mason Siding-Poker Creek & Bridgeport Jct.-Baker Section of the Sumpter Valley Highway and Baker-Unity Highway in Baker County.

The Secretary of State has informed us that this claim letter will be accepted and filed as of May 5, 1960.

This information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

AMERICAN BITUMULS & ASPHALT COMPANY
5501 N. W. FRONT AVENUE · PORTLAND 10, OREGON

EXECUTIVE OFFICES
SAN FRANCISCO

May 4, 1960

To: THE STATE OF OREGON

Contract # 5446

NOTICE IS HEREBY GIVEN that American Bitumuls & Asphalt Company has a claim for materials, namely, petroleum products furnished to Russell Olson Construction Co., Inc. in the sum of $13,109.55, against the bond taken from Arthur Simonsen & Co. as Principal, and United Pacific Insurance Company as Surety, for the work of 18.72 miles of oiling and rock production on the Mason Siding-Poker Creek and Bridgeport Junction-Baker Sections of the Sumpter Valley and Baker Unity Highways in Baker County, Oregon.

Dated this 4th day of May, 1960.

AMERICAN BITUMULS & ASPHALT COMPANY

Otto Hoefler

Otto Hoefler, District Manager

RECEIVED
MAY 5 1960
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
APR - 1 1960

NOTED
W. C. WILLIAMS

March 23, 1960

FINAL COST ANALYSIS

Grading & Paving
Contractor: Arthur Simonsen & Co.
Resident Engineer: Larry Stratton

Mason Siding-Poker Creek
and Bridgeport Junc.-Baker
Contract No. 5466

Sumpter Valley & Baker-Unity Hwy.
Prefix No. 101-1037

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**Clearing & Grubbing	100%	All	4,000.00	2,429.47	2,429.47	4,000.00
**Drainage Excav., Unclass.	565.33	Cu.Yd.	4.00	3.13	1,769.82	2,261.32
**General Excav., Unclass.	53,803.2	Cu.Yd.	0.53	0.52	28,042.27	28,515.70
**Short Overhaul	78,487.6	Yd.Sta.	0.01	0.01	771.78	784.88
**Long Overhaul	1,158.2	C-Yd.Sta.	1.00	0.50	581.06	1,158.20
**Finish R.B. & Slopes	2.24	Mile	1,000.00	983.32	2,202.64	2,240.00
**Rounding Cutbanks	3,075	Lin.Ft.	0.20	0.196	604.73	615.00
**12" Corr.Metal Pipe	20	Lin.Ft.	4.00	3.37	67.38	80.00
**18" Corr.Metal Pipe	560	Lin.Ft.	5.00	4.64	2,602.02	2,800.00
**24" Corr.Metal Pipe	154	Lin.Ft.	6.50	6.67	1,028.37	1,001.00
**84" Corr.Metal Pipe	46	Lin.Ft.	45.00	43.58	2,005.10	2,070.00
**Salvage Culvert Pipe	6	Lin.Ft.	3.00	2.43	14.58	18.00
***Metal Guard Rail	3,355.82	Lin.Ft.	3.00	2.52	8,469.35	10,067.46
***Salvage Metal Guard Rail	859.16	Lin.Ft.	2.25	1.82	1,563.73	1,933.11
***Metal Sight Posts, Dbl.Reflec.	146	Each	5.00	4.04	589.84	730.00
Selected Roadbed Topping	13,788.5	Cu.Yd.	1.40	0.64	8,788.02	19,303.90
Hauling Roadbed Topping	33,628	Yd.Mi.	0.01	0.24	8,077.72	336.28
1"-0 Mat'l in level course	6,357	Cu.Yd.	2.50	3.25	20,686.16	15,892.50
Sprinkling	895	M-Gal.	3.00	2.31	2,071.25	2,685.00
*Preparation of Base	18.72	Mile	100.00	101.00	1,890.72	1,872.00
*3/4"-0 Mat'l in Binder Course	368	Cu.Yd.	3.70	3.25	1,199.04	1,361.60
*Furnish & Place Aggregates	5,060	Cu.Yd.	4.50	3.46	17,508.99	22,770.00

FINAL COST ANALYSIS - Contract No. 5466
Mason Siding-Poker Creek and Bridgeport Jct.-Baker

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*MC-2 Asphalt	56.983	Ton	55.00	55.55	3,165.41	3,134.07
*120-150 Asphalt	419.722	Ton	48.00	48.48	20,348.12	20,146.66
*RS-1 Asphalt	35	Ton	55.00	55.55	1,944.25	1,925.00
*Extra for Oiling Approaches	1	Each	50.00	50.50	50.50	50.00
3/4"-0 Cr.Mat'l in Stockpile	2,145.62	Cu.Yd.	2.50	3.48	7,463.75	5,364.05
1/2"-1/4" Cr.Mat'l in Stockpile	3,891.12	Cu.Yd.	3.10	3.47	13,535.63	12,062.47
1/4"-#10 Cr.Mat'l in Stockpile	2,693.49	Cu.Yd.	3.10	3.47	9,369.55	8,349.82
1/4"-0 Cr.Mat'l in Stockpile	611.72	Cu.Yd.	3.10	3.47	2,127.93	1,896.33
PA#1 120-150 Asphalt	1.887	Ton	37.80	37.80	71.33	71.33
Sp.Screen Rejects in Stockpile	171.05	Cu.Yd.	0.25			42.76
Sp.Haul Adj. Favor of State	5,232.3	Yd.Mi.	0.10			-523.23
Force Account					1,285.72	1,285.72
					$172,326.23	$176,300.93

Gross Revenue	$ 176,300.93
Total Cost	172,326.23
Net Profit	$ 3,974.70

Net Profit equals 2.25% of Gross Revenue

* Russell Olson Construction Co. Inc., (All or in part)
** Moore Construction Co. (All or in part)
*** J.C. Denton & Sons (All)

CRUSHING BREAKDOWN - Contract No. 5466

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	21,126.95	Cu. Yd.	2,252.64	.107
Drill and Shoot	21,126.95	Cu. Yd.	450.89	.021
Feed Crusher	21,126.95	Cu. Yd.	13,680.86	.647
Crushing	21,126.95	Cu. Yd.	26,847.15	1,270
Total Crushing Cost	21,126.95	Cu. Yd.	$ 43,231.54	$ 2.045
Total Cost of Haul	15,698.95	Cu. Yd.	16,610.24	1.05
Total Cost of Place & Process	6,357	Cu. Yd.	951.98	.149
Total Cost of Stockpiling	9,341.95	Cu. Yd.	3,496.44	.374

The crushing plant operated 442 hours for an average of 47.79 cubic yards per operating hour.

DETAIL OF COST - Contract No. 5466

Labor:				
Labor and Supervision			$ 29,701.50	
Labor Insurance			2,868.89	
Health and Welfare			1,106.93	
Travel-Transportation			115.00	$ 33,792.32
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental, Owned			34,882.09	
Equipment Rental, Hired Fully Operated			6,203.92	
Gas, Oil and Grease			9,227.63	
Bond			600.46	
Explosives			104.00	
Freight and Postage			238.50	
Home Office and General Overhead			571.42	
P.L. and P.D. Insuranve			2,263.56	
Move In			1,460.00	
P.U.C.			745.87	
Small Tools and Misc. Supplies			501.19	56,798.64
Materials:				
12" Corr.Metal Pipe	20 Lin.Ft.	@ $1.95	39.00	
18" Corr.Metal Pipe	560 Lin.Ft.	@ $2.73	1,528.00	
18" Corr.Metal Bands	17 Each	@ $2.73	46.41	
24" Corr.Metal Pipe	154 Lin.Ft.	@ $4.25	654.50	
24" Corr.Metal Bands	4 Each	@ $4.25	17.00	
84" Corr.Metal Pipe	46 Lin.Ft.	@ $33.35	1,534.10	
84" Corr.Metal Bands	2 Each	@ $54.40	108.80	
120-150 Asphalt	1,887 Ton	@ $37.80	71.33	3,999.94
Subcontractors:				
Russell Olson Construction Company			34,653.33	
Moore Construction Company			32,564.25	
J.C. Denton & Sons			10,517.75	77,735.33
			TOTAL COST	$ 172,326.23

Remarks - Contract No. 5466

This was a "Federal Aid Secondary Project" consisting of the construction of 2.24 miles of highway roadbed involving 53,803 cubic yards of roadbed excavation; the construction of 2.24 miles of selected roadbed topping, involving 13,788 cubic yards of pitrun material; the construction of 2.81 miles of stone leveling course and shoulders, involving 6,357 cubic yards of crushed materials; the construction of 2.81 miles of type 0-11 and 15.91 miles of type D0-30 oil mat wearing surfaces; and the furnishing of 9,341.95 cubic yards of crushed materials in stockpile on the Mason Siding-Poker Creek and the Bridgeport Junction-Baker Sections of the Sumpter Valley and Baker-Unity Highways in Baker County.

This project was bid March 26, 1959, awarded April 16, 1959, and completed October 17, 1959.

W.H. Moore Construction Company, Baker, moved onto the project April 13, 1959 and began excavating at station 320 using one D-8 caterpillar dozer and one D-8 caterpillar tractor and 15-cubic yard scraper. The excavated material was deposited between stations 325 and 330. Work was limited to this area because of right-of-way clearance yet to be obtained. Also high water prevented work on the two channel changes. The contractor was able to complete the channel change at station 318 the following week.

Arthur Simonsen & Company, Baker, moved in his crushing plant on Monday, April 27, 1959 and spent the balance of the week setting up and preparing for crushing operations. The plant was set up at the quarry at M.P. 5.43. The quarry consisted of tolus material making it unnecessary to drill and shoot.

The crushing operations were to begin Monday, May 4th; however, this was delayed due to rain. The contractor was afraid that the quarry material, which contained a considerable amount of P.I., would choke up the crushers. The crushing and stockpiling of maintenance materials was started in the later part of the week.

The crusher was fed by a 3/4-cubic yard shovel and two 5-cubic yard dump trucks. A D-7 caterpillar dozer was used intermittently to doze materials down to the shovel. The production of maintenance material was continued until June 18th when the plant was changed over to production of 3/4"-0.

The placing of selected roadbed topping was begun June 8th. The gravel deposit at M.P. 7.8 had been stripped with a D-6 caterpillar dozer the preceding week. Material was loaded out with a hired 3/8-cubic yard shovel and hauled by two 10-cubic yard dump trucks. The pitrun material on the grade was processed with a D-6 dozer, Adams 512 motor grader, and compacted with a Hyster grid roller.

Contract No. 5466 - Remarks Cont'd

Arthur Simonsen Company closed down the crushing plant on Monday, June 29th to alter the plant and add a new cone crushing unit. This change was made to enable the plant to produce crushed materials with sufficient fines. Crushing was again resumed Wednesday, July 15th.

Russell Olson Construction Company's oiling crew moved in and began placing the D0-30 oil mat wearing surface on Friday morning, July 31st. The D0-30 was completed to Dooley Mountain on Wednesday of the following week. The prime coat was placed between stations 294 and 366 on the Mason Siding-Poker Creek Section on Wednesday afternoon. Oiling was then suspended until September and completed on September 29th.

All grading was completed and all the base material placed by September 4, 1959.

Preparation of base was started on September 7th.

The prime contractor continued to crush maintenance material and completed total quantities on October 5, 1959.

J.C. Denton & Sons began work on installation of guard rail and sight posts on October 5th and completed all work October 17, 1959.

The small profit made by the Contractor on this project is reflected in the cost of crushed material. The excessive cost in rock production was largely due to the hardness and abrasiveness of the quarry material. The productive capacity of the plant was reduced because of the necessity of slow feeding to keep from choking the crushers.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

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FORM E-123-X 80M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

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2-25(5)
5466

C. WILLIAMS

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 26, 1960

Arthur Simonsen and Company
General Contractors
2755 Eighth Street
Baker, Oregon

Gentlemen:

Reference is made to your letter of protest concerning the haul adjustment on the Mason Siding-Poker Creek Section of the Sumpter Valley Highway, Contract No. 5466.

Your claim is based on the fact that a haul adjustment in favor of the State in the amount of $523.23 was charged to your contract. The circumstances leading to this adjustment are as follows:

1. A "tentative plan of distribution" was set up in the contract designating that certain amounts of specified materials would be placed in specific stockpile sites, depending upon the origin of the materials. In other words, when two sites are mentioned for a certain quantity of rock, the rock is placed at the site closest to the actual source.

2. You chose to use the source at M.P. 5.43, Sumpter Valley Highway. Therefore, quantities were established within use units at the stockpile site closest to M.P. 5.43.

3. Stockpile area of site at M.P. 4.18 (a designated stockpile site) was changed to another stockpile area at M.P. 6.34. Article 2.13.11 of the Standard Specification Form allows the engineer to make whatever adjustments in site location he desires. As you pointed out, had you been required to haul to site at M.P. 4.18 in accordance with the "tentative plan of distribution", you would have received a haul of 1.25 miles. This haul is what you bid upon. The change reduced the haul to 0.91 mile, or a reduction of 0.34 mile.

4. The haul adjustment was handled exactly as set up in the standard specification. There is also a paragraph in Article 2.13.11 cautioning you to acquaint yourself with these specifications.

5. Article 2.13.11 also states in part that all sizes of rock shall be considered as a group.

We must, therefore, deny your claim as the procedure set up in the standard specifications has been followed exactly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

FBK:fp:jw

cc W. C. Williams
C. H. Maison
A. F. Parson
R. L. Porter

RECEIVED
FEB 29 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Arthur Simonsen & Co.

General Contractors

ARTHUR SIMONSEN

DAVID LAURANCE

[illegible] Street

Baker, Oregon

January 27, 1960

Oregon State Highway Department
Salem
Oregon

Re: State Contract #5466

Gentlemen:

We have given a great deal of thought before writing this letter or even the signing of this Final Estimate, but in our opinion the haul adjustment, in favor of the State, is out of line.

I spent some time yesterday with the Resident Engineer in trying to straighten this out, but failed to get him to make the adjustment which we feel we are entitled to.

All of our differences are caused by the basis of measurement of Site "A" which was moved to approximately M.P. 6:5 on the Sumpter Highway. This was not because the contractor wished it, but because the State Highway Department failed to provide any area at their site for either a plant set up or stockpile area.

Under the plan as figured by the Engineer, and eventhough we moved the material to a new site approximately .91 of a mile, he still figures 1.25 on site designated in the plans, thus making our credit for haul on this particular site exactly a minus .34 mile haul.

We also do not feel that Item 27, the 3/4 to 0, should be computed with the hauls on the other sizes because we based our bid on this size at a lessor bid price because of the difference in haul.

This above item, included as it is by the Engineer's haul averages with the other stockpile hauls, results in the unfairness of this charge. We based our bid, and always have before, with the idea that this item, one size designated for one site, would be measured for said item by itself. Thus, a result being a reduced price for this item because of the haul.

In adding this item to the others, because the Sand Shed would not hold the bid amount, really caused the major amount of adjustment.

It almost appears to us that Site "A", designated both as a stockpile site and plant set up, was inserted in General Provisions to mislead the contractor with the idea that a haul adjustment like this would have to be the result because the area at this site was not enough for one stockpile eventhough the General Provisions appeared to have provided enough area for the stockpiles plus plant set up. The result..... exactly a minus [illegible] mile haul.

Very truly yours,

[illegible] & CO.

Arthur [illegible]
Partner

AS:[illegible]

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5466

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January 25, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5466 for grading-oiling-rock production on the Mason Siding-Poker Creek and Bridgeport Jct.-Baker Section of the Sumpter Valley Secondary and Baker-Unity Highways in Baker County was completed by the contractor, Arthur Simonsen & Co., on October 20, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $4,297.48 will be released to the contractor on or after February 4, 1960. The total contract amount is $176,300.93, of which amount $1,285.72 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

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5466

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December 15, 1959

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Arthur Simonsen & Co., on contract #5466 for grading-oiling-rock production on the Mason Siding-Poker Creek and Bridgeport Jct.-Baker Sections of the Sumpter Valley and Baker-Unity Highways in Baker County.

This payment, in the amount of $1,701.36, will be released to contractor on or after December 28, 1959. The retained percentage is $5,319.69.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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November 18, 1959

United Pacific Insurance Company
Fidelity & Surety Department
United Pacific Bldg.,
Tacoma, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Arthur Simonsen & Co., a portion of the funds heretofore retained by the Commission on contract #5466 for grading-oiling-rock production on the Mason Siding-Poker Creek and Bridgeport Jct.-Baker Sections of Sumpter Valley Secondary Highway and Baker-Unity Highway in Baker County.

This payment, in the amount of $20,269.57, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $5,267.08. The present payment will be released on or after November 30, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1959

SUBJECT: Utility Billing - Final Voucher Oregon Project S-97 (5) Pacific Telephone & Telegraph Co.

To: MEMORANDUM

A 100% audit has been made of the Utility billing on the subject voucher in accordance with the provisions of the approved Secondary Road Plan (unqualified approval).

There is an existing uncertainty as to the right-of-way involved on this relocation project. Rather than assume the cost of litigation to settle the right-of-way question, a compromise settlement was made with The Pacific Telephone Company whereby the cost of this relocation project would be shared equally by the Telephone Company and the State Highway Department.

On the basis of an opinion handed down by Mr. J. N. DeSousa, Assistant Counsel, in his letter of October 23, 1959 (copy attached), it is felt that the claim is equitable. No citations are made on this billing and the State's share (50%) of the billing in the amount of $2,445.18, as claimed by The Pacific Telephone And Telegraph Company is approved, as substantiated by audit work papers in State files, and claimed as eligible for Federal participation in accordance with Bureau of Public Roads PPM 30-4.

C H Maison

C. H. Maison
Auditor

Enclosure

cc: Bureau of Public Roads
R.L. Porter (2)
Carl Smith
General Files ✓

FORM 230—SUM—2 67—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
Oct. 23, 1959

SUBJECT: File No. R-13003
Pacific Telephone & Telegraph Co.
Telephone Line Adjustment
Mason Siding-Poker Creek Sec.
Sumpter Valley Highway
Baker County

To: Mr. [illegible] Maison
Accounting Division
Office

Carbon copy of your memorandum of October 15, 1959, to Mr. Tom Edwards, Construction Engineer, has been referred to me for clarification of the matter of reimbursement to Pacific Telephone & Telegraph Co. regarding the moving of telephone lines on the above titled project.

Sumpter Valley Railway Co. originally acquired its right of way partly by Federal grant and partly by acquisition from private owners. On December 24, 1934, a revised agreement was entered into between Sumpter Valley Railway Co. and the Pacific Telephone & Telegraph Co. granting to the telephone company the right to occupy the railway's right of way. The term of this agreement was for a period of 15 years or until December 24, 1959, and thereafter until the expiration of 12 months after notice in writing by either party to the other party of an intention to discontinue the rights and privileges granted. Shortly before January 26, [illegible] Long distance to Mr. J. F. Carpenter, General Manager [illegible] Sumpter Valley Railway Co., and he advised me that there was no record of any notice of termination having been given to the telephone company, so it could logically be considered that the easement rights still are in existence.

Later the railway company abandoned its rail operations on the portion now in question, and, under date of May 20, 1948, conveyed to the State of Oregon, by and through its State Highway Commission the portions of its right of way in which the Highway Commission was interested. At this time the line of the telephone company was in place and the Highway Commission was charged with notice of such rights as the telephone company may have had.

About a year later on May 4, 1949, the railway company attempted to grant a revised easement to the telephone company. This instrument, however, can be regarded as a nullity for the reason that the railway company already had parted with its title and could neither add to nor detract from any of the rights which the telephone company may have had.

In summation of the question, it appears that there were undoubtedly rights of occupancy by the telephone company which the Highway Commission could not disregard, and it has been, and now is, felt that the compromise agreement whereby the Highway Commission and the Pacific Telephone & Telegraph Co. should equally divide the costs of the revision of the telephone line was an equitable and reasonable settlement of the matter.

Litigation of the question might probably have resulted in a decision that all of the costs should have been borne by the telephone company or that all of the costs should be borne by the Highway Commission, but it was not felt that the hazard should be assumed.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD/ks

cc: Tom Edwards
Curt Baker
L. J. Lindas

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S-97(5)

5466

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October 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 20, 1959 on Contract No. 5466, Mason Siding-Poker Creek and Bridgeport Jct.-Baker Section, in Baker County, in connection with Federal Aid Project No. S-97(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson

DBP:cr

A

Form E-1—(Rev.)—

S-97(5)
5466

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Mason siding- Poker Creek Bridgeport Jct. -Baker
Highway Sumpter Valley County Baker
Contractor Arthur Simonsen & Company
Date of contract April 23, 1959
Date work started April 13, 1959
Project authorization $ 181,756.13
Exclusive of engineering $ 168,286.63

For Week Ending October 17, 1959
Kind of work Grading, Oiling, & Rock Production
Section prefix 101-1037-900
Contract number 5466
Specified work days 110
Work days used 108
Per cent of time elapsed 98.2 %

Estimated cost of completed project, exclusive of engineering $ 150,000.00
Estimated per cent overrun or underrun -9 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $ 14,969.00
Engineering cost to date $ 13,712.50, 91.6 %
Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	none	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor installed guardrail and sight posts all week, and should complete this phase af the work Sat.

The contractor started tearing down his crushing plant this week. The cleaning up and removing of equipment should be completed by the first of the week

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
OCT 19 1959
NOTED-- ☐ ☐ B ☐ ✓
CE ACE ACE COE

NOTED
JOHN R. [illegible]

Noted
M. N. Juve

Signed L. C. Stratt

Address Rand Building - Baker

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.24	2.84	2897	18.72	
Miles partially completed	0	0	0	0	
Miles completed	2.24	2.84	28.97	18.72	
Total estimated quantities (contract)	53,000	23,800	9,660	530 ton	
Total quantities corrected to date	50,000	21,336	9,660	530 ton	
Estimated quantities moved or placed to date	50,000	21,336	9,466	530 ton	
Average daily quantities	none	none	none	none	
Average daily quantities necessary to complete project on time	none	none	none	none	
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Cloudy		
Friday	Fair		
Saturday			

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SEP 15 1959
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5466

September 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 276, covering permanent traffic signs on the Mason Siding-Poker Creek and Bridgeport-Baker Sections of the Sumpter Valley and Baker-Unity Highways in Baker County, Contract No. 5466, in connection with Federal Aid Project No. S-97(5).

This work is necessary for the direction and guidance of traffic. The contract is nearing completion and it is necessary to have the signs in place when the road is opened to traffic. Verbal approval has been given by B. P. R.

The contractor is not equipped to do the work while the State has experienced crews and equipment. The amount is too small to contract.

The total estimated amount of the order is $417.00 with Federal participation of $255.00.

Your approval of this order on the basis of actual cost under the provisions of PPM 21-6.3 is requested.

Plan sheets showing the proposed signing are attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

DBP:cr

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5-11-59

Monthly Transaction No. 568	For. .-2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. 1374	**FEDERAL-AID PROJECT AGREEMENT**	County **Baker**
5466		Project No. **S-97(5)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **From N. W. end S-97(1) Northwest approx. 3 miles (Poker Cr.-Mason Dam Section) on State Route 410**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	**12-24-58**	
Rights-of-Way		
Construction	**3-5-59**	**2.8**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **140,848**	Federal funds $ **87,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

Deputy **State Highway Engineer**
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **May 19, 1959**

USComm-DC 11169

May 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Mason Siding-Poker Creek Section, Project No. S-97(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:gh

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Mason Siding-Poker Creek Section, Project No. S-97(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:bb

deral Aid Secondary
roject No. S-97(5)

Oregon State Highway Department

MASON SIDING-POWDER CREEK SECTION OF THE SUMPTER VALLEY HIGHWAY IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 29, 1959

Type Code P.E.

Preliminary Engineering	All Required	$	$ 3,000.00

Type Code 5231
Roadway (Sta. 216+10 to Sta. 366+00) (Contract No. 5466)

Clearing and Grubbing	All Required	$	$ 4,000.00
Drainage Excavation, Unclassified	280 cu. yds.	4.00	1,120.00
General Excavation, Unclassified	53,000 cu. yds.	0.53	28,090.00
Short Overhaul	57,600 yd. sta.	0.01	576.00
Long Overhaul	260 C-yd.sta.	1.00	260.00
Finishing Roadbed and Slopes	2.24 miles	1,000.00	2,240.00
Rounding Cutbanks	3,200 lin. ft.	0.20	640.00
12-inch Corrugated Metal Pipe	22 lin. ft.	4.00	88.00
18-inch Corrugated Metal Pipe	630 lin. ft.	5.00	3,150.00
24-inch Corrugated Metal Pipe	170 lin. ft.	6.50	1,105.00
84-inch Corrugated Metal Pipe	62 lin. ft.	45.00	2,790.00
Salvaging Culvert Pipe	10 lin. ft.	3.00	30.00
Metal Guard Rail	3,580 lin. ft.	3.00	10,740.00
Salvaging Metal Guard Rail	960 lin. ft.	2.25	2,160.00
Metal Sight Posts, Double Reflector	110 only	5.00	550.00
Selected Roadbed Topping	16,600 cu. yds.	1.40	23,240.00
Hauling Roadbed Topping	45,000 yd. mi.	0.01	450.00
1" - 0 Material in Leveling Course	6,900 cu. yds.	2.50	17,250.00
Sprinkling	550 M-gal.	3.00	1,650.00
Preparation of Base	2.81 miles	100.00	281.00
3/4" - 0 Material in Binder Course	330 cu. yds.	3.70	1,221.00
Furnishing and Placing Aggregates	1,710 cu. yds.	4.50	7,695.00
MC-2 Asphalt	52 tons	55.00	2,860.00
120-150 Asphalt	130 tons	48.00	6,240.00
RS-1 Asphalt	38 tons	55.00	2,090.00
Extra for Oiling Approaches	10 only	50.00	500.00
			$121,016.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
Signing	All Required		100.00
Slide Removal and Drainage Work	All Required		2,300.00
Fencing	All Required		400.00
Work by Pacific Tel. & Tel. Co.	All Required		1,000.00
	Subtotal		$125,316.00
	10% Engr. & Cont.		12,531.60
	Total		$137,847.60

Length of Roadway - - - - - - 2.813 Miles
Cost of Roadway Per Mile- - - $49,003.76

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$ 1,200.00
Roadway	137,847.60	85,200.00	52,647.60
	$140,847.60	$87,000.00	$53,847.60

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
MAY 6 - 1959
FOR FILING
2-77(5)
5466

FORM 2-128 5M 10-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT E. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 6, 1959

Arthur Simonsen & Company
2755 8th Street
Baker
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5466, awarded April 23, 1959, for grading-oiling-rock production on the Mason Siding-Poker Creek and Bridgeport Jct.-Baker Sections of the Sumpter Valley and Baker-Unity Highways in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

Encl.

RECEIVED
MAY 5 - 1959
FOR FILING

3-97(5)

5466

May 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started April 13, 1959, on Contract No. 5466, Mason Siding-Poker Creek and Bridgeport Jct.-Baker Sections, Baker County, in connection with Federal Aid Project No. 3-97(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

FORM 5-118 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAY 11 1959
FOR FILING

S-97 (5)

5466

April 27, 1959

Pacific Telephone and Telegraph Company
509 S. W. Oak Street
Portland 4, Oregon

Re: Pacific Telephone & Telegraph
Telephone Line Adjustment
Mason Siding-Poker Creek Sec.
Sumpter Valley Highway
Baker County

Gentlemen:

Reference is made to letter to you of March 19, 1959, relative to the moving of poles on the above titled project, and particularly with reference to the call of Mr. M. E. Bousha and Mr. Dean G. Ostrum at my office last Thursday.

There is a considerable degree of uncertainty as to whether or not the easement or easements granted to you by the Sumpter Valley Railway Company can be effective after the abandonment of the right of way, or whether such easement or easements automatically become terminated upon the abandonment of the railroad and the conveyance of railroad right of way to the State Highway Commission. This problem is one which might involve legal procedure with all the expenses consequent thereto.

I have discussed the matter with Mr. Leonard I. Lindas, Chief Counsel for the State Highway Commission, and, rather than embark upon such a course, he has approved the suggestion that, in this particular instance, the cost of the moving and relocation of the poles be divided equally by your company and by the State Highway Commission. This suggestion is approved without prejudice and is not to be binding upon any future instances of like nature. It is made solely as a matter of compromise.

Also, this letter is to give you formal notice that any occupation of the State Highway right of way after the expiration of twelve (12) months from the date hereof must be under ORS 758.010 and subject to the terms contained therein.

In order that we may comply with Federal regulations in securing Federal participation, it is requested that you submit a sketch map or maps together with an estimate of cost of the work in conformance with the requirements of PPM 30-4, issued by the Bureau of Public Roads under date of September 31, 1957, a copy of which was sent to you by Mr. W. C. Williams, State Highway Engineer, on February 5, 1958. In the event that any of the work for which the State is to make partial reimbursement is let to contract, your special attention is called to paragraph 6 of PPM 30-4.

The sketch map or maps together with the estimate of cost of the work, made in conformance with the requirements of PPM 30-4, should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. The State will obtain authority to proceed with the necessary work and will notify you when such authority is obtained.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD/ks

cc: M. E. Bousha
Dean G. Ostrum
L. H. Young
G. S. Paxson
L. C. Stratton
C. T. Keasey
G. W. Ross
L. I. Lindas
C. H. Maison

File No. 13003

RECEIVED
APR 28 1959
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
MAY 1 - 1959

FOR FILING

S-27 (5)

5466

April 23, 1959

Arthur Simonsen and Co.
2755 - 8th Street
Baker, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 accepted your proposal for grading, oiling and rock production on Mason Siding-Poker Creek and Bridgeport Junction-Baker Sections of the Sumpter Valley and Baker-Unity Highways, Baker County, for the sum of $182,163 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5466.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce, Seattle, Wash.
Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 23, 1959

Arthur Simonsen and Co.
2755 - 8th Street
Baker, Oregon

Contract for Mason Siding-Poker Creek and Bridgeport Junction-Baker Sections of Sumpter Valley and Baker-Unity Highways, Baker County, for which you submitted low bid on March 24, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Lee Gatlin
Files

RECEIVED
13 1959

FOR FILING
S 97(5)
5466

February 10, 1959

Oregon State Highway Commission

Gentlemen:

Our survey has been completed for the grading and paving of 3.3 miles of the Poker Creek-Mason Dam Section of the Sumpter Valley Highway in Baker County. This project is scheduled for the April 14, 1959 letting.

The details of this survey are shown on the attached map. It is my recommendation that you approve this survey and grant authority for the acquisition of the necessary rights of way.

The matter will be on the agenda at the March 5-6 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

FC:fn:ae

cc to: Tom Edwards
Walter T. Wright

FORM E-30 90M 6-58 19046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1959

SUBJECT: Survey Approval Maps
Poker Cr.-Mason Dam Section
Sumpter Valley Highway

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

Attached hereto are eleven copies of above named survey approval maps for submission to the Commission.

A public hearing was not necessary on this section and it is tentatively scheduled for April 14 letting.

Tom Edwards
Construction Engineer

By D J Barbee

D. J. Barbee
Asst. Construction Engineer

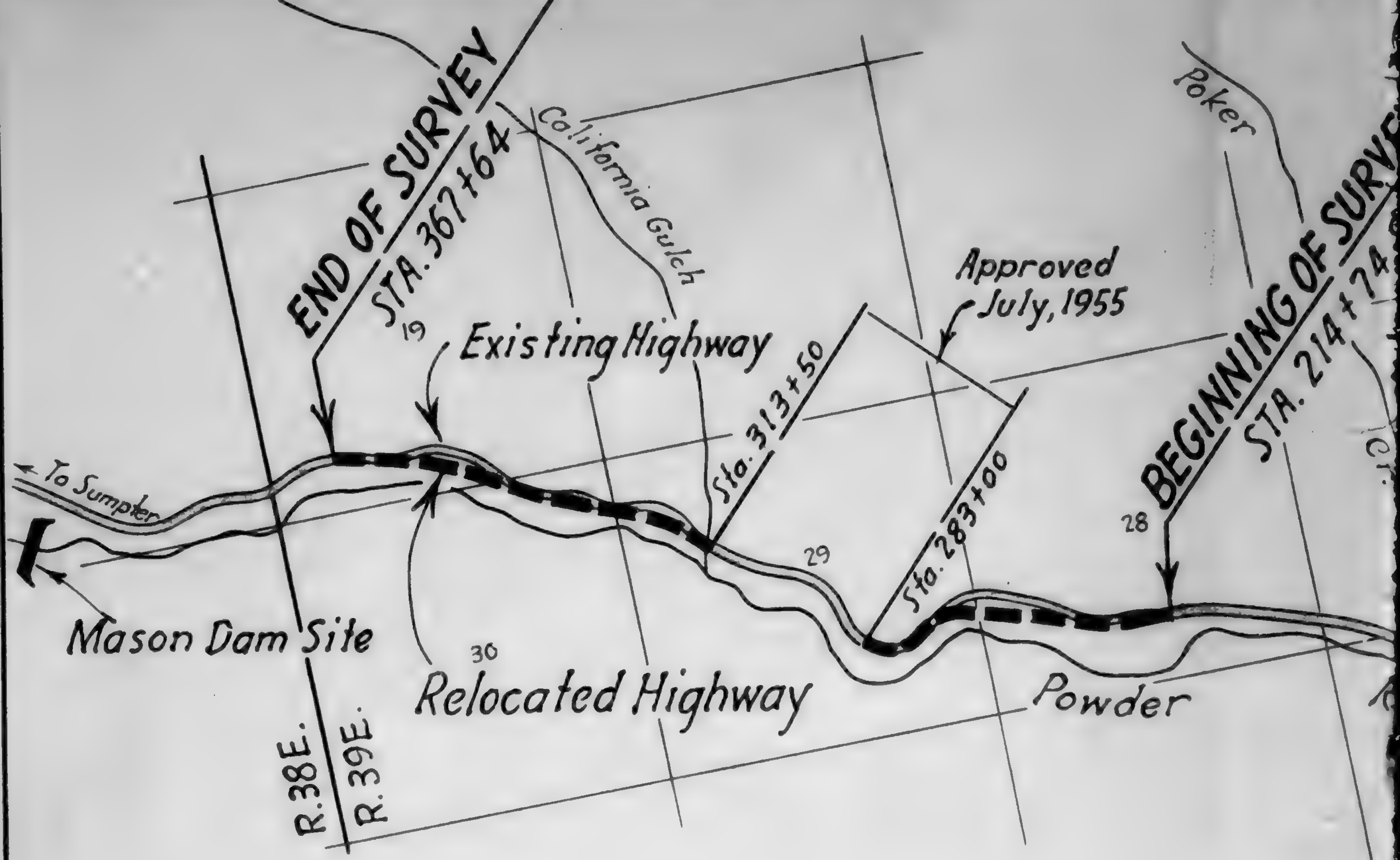
DJB:law

Attachments

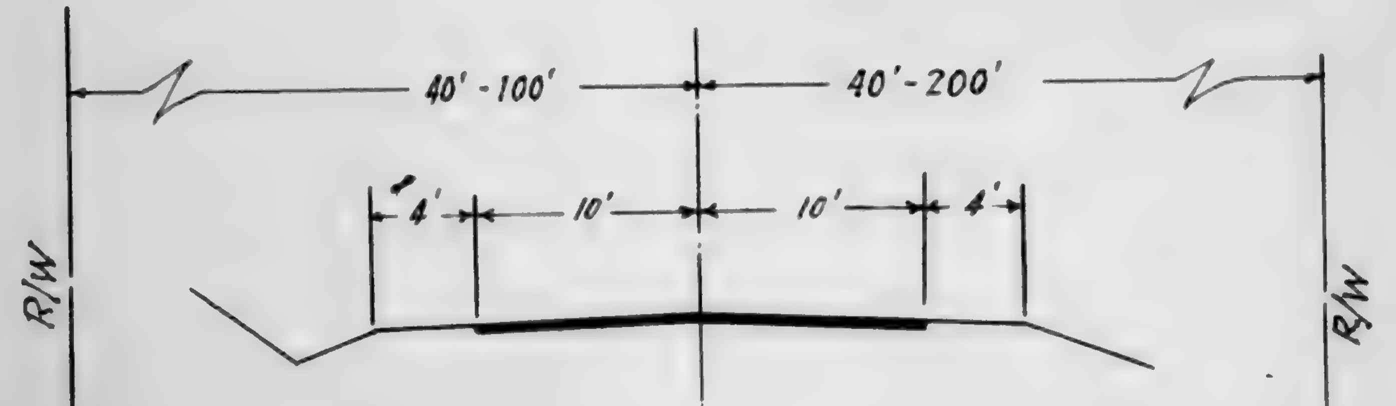
RECEIVED
FEB - 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

2.3 miles

16-2-15+2

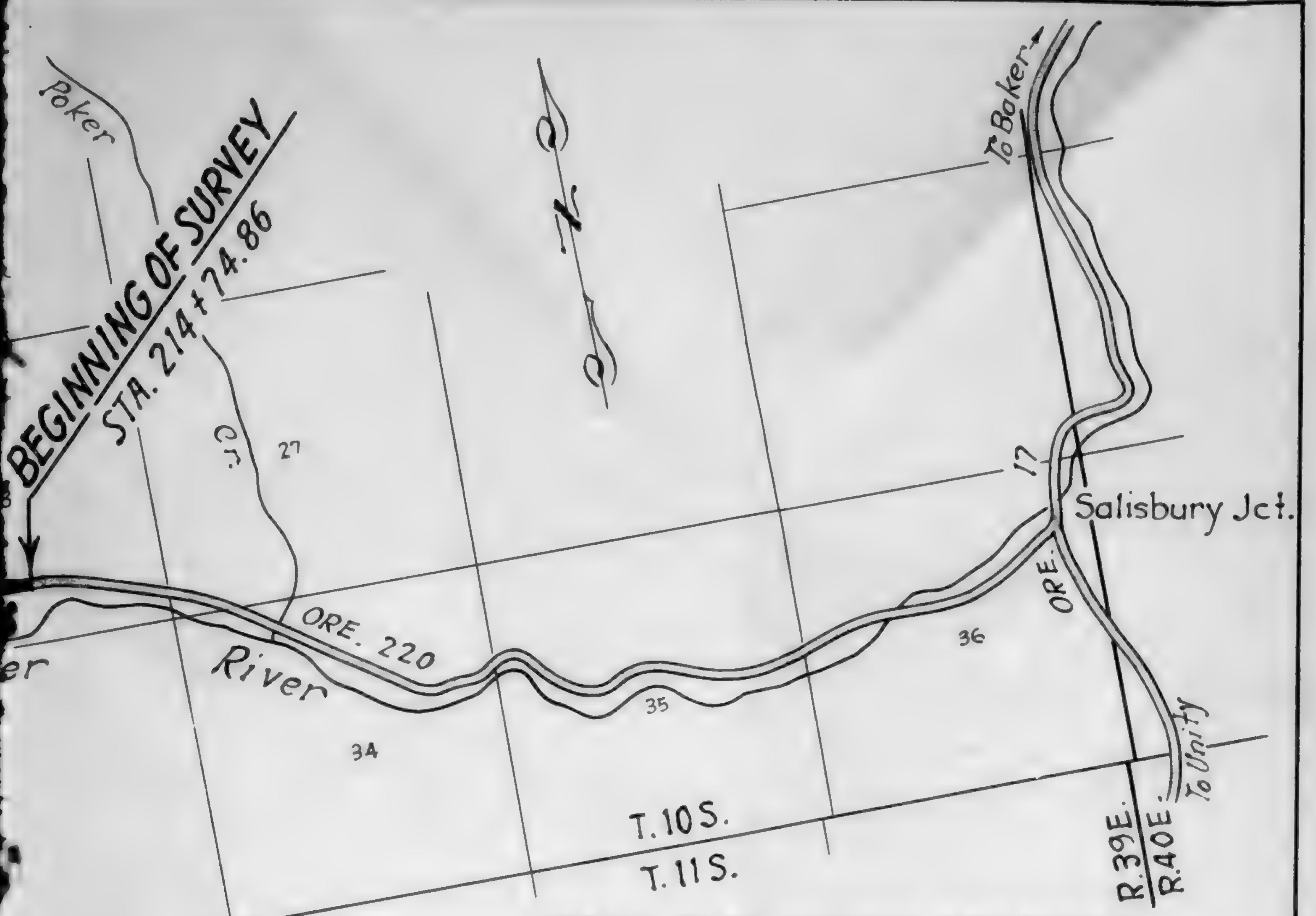


TYPICAL SECTION



APPROVED:
DEPUTY STATE H
Date:

1R-5-1245



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

POKER CR. - MASON DAM SECTION

SUMPTER VALLEY HIGHWAY

BAKER COUNTY

Scale 2" = 1 Mi. Mar. 1959

DWG. NO. IR-5-1245

For Details see Dwg. No. 8B-12-16 Dec. 1958

APPROVED:
Forrest Cooper
DEPUTY STATE HIGHWAY ENGINEER
Date: February 9, 1959

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NOV 20 1958
FOR FILING

S-97(5)

11-18-58

P

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
POKER CREEK-MASON DAM
SUMPTER VALLEY HIGHWAY
BAKER COUNTY

54

The following prospectus is submitted concerning the Poker Creek-Mason Dam Section of the Sumpter Valley Highway in Baker County. The easterly end of the survey is at M.P. 4.09 which point is 4.09 miles westerly from the Sumpter Valley Highway junction with the Baker-Unity Highway. The westerly end of the project is at M.P. 6.9, which point is approximately 3,000 feet downstream of the Mason Dam Site. The overall length of the project is 2.8 miles.

This will be a location survey to prepare plans for realignment, grading and oiling. The previously graded Boulder Gorge Section (0.6 mile) is within the limits of this survey and will require surfacing and oiling. The general route approximates closely the existing facility. There are no towns affected by this project.

A reconnaissance survey is not required. The proposed route is approximately that of the existing highway. Soils reconnaissance will be required to extend existing data. There are no special drainage problems. An economic analysis is not required at this time.

The existing ADT is 200 and the 1975 projected ADT is 300. Traffic and terrain warrant a Class "E-35" highway. Maximum grade will be 4 per cent and maximum curvature will be 16 degrees. The typical section will consist of two 10-foot running lanes with 4-foot shoulders. The tentative base design by G. L. Decker is:

0-11 Oil Mat	1¼"
1"-0 Crushed Rock	2"
Gravel or Talus	8"
Selected Subgrade	12"

The estimated effective rise and the central angle of the proposed alignment are 138 feet and 663 degrees respectively. The existing facility has an effective rise of 138 feet and a central angle of 1,113 degrees.

Deviation from the standards set forth for this class of highway by Oregon State Highway Department Technical Bulletin No. 19, Revised, is not anticipated.

This facility will have unrestricted access. There are no interchanges, railroad crossings or waterway crossings.

Adequate quantities of material are available from sources adjacent to the easterly end of the project and from the following State-owned sites:

Gravel pit - M.P. 6.00 (on Powder River)
Quarry and talus deposit - M.P. 5.50
Quarry - M.P. 4.10

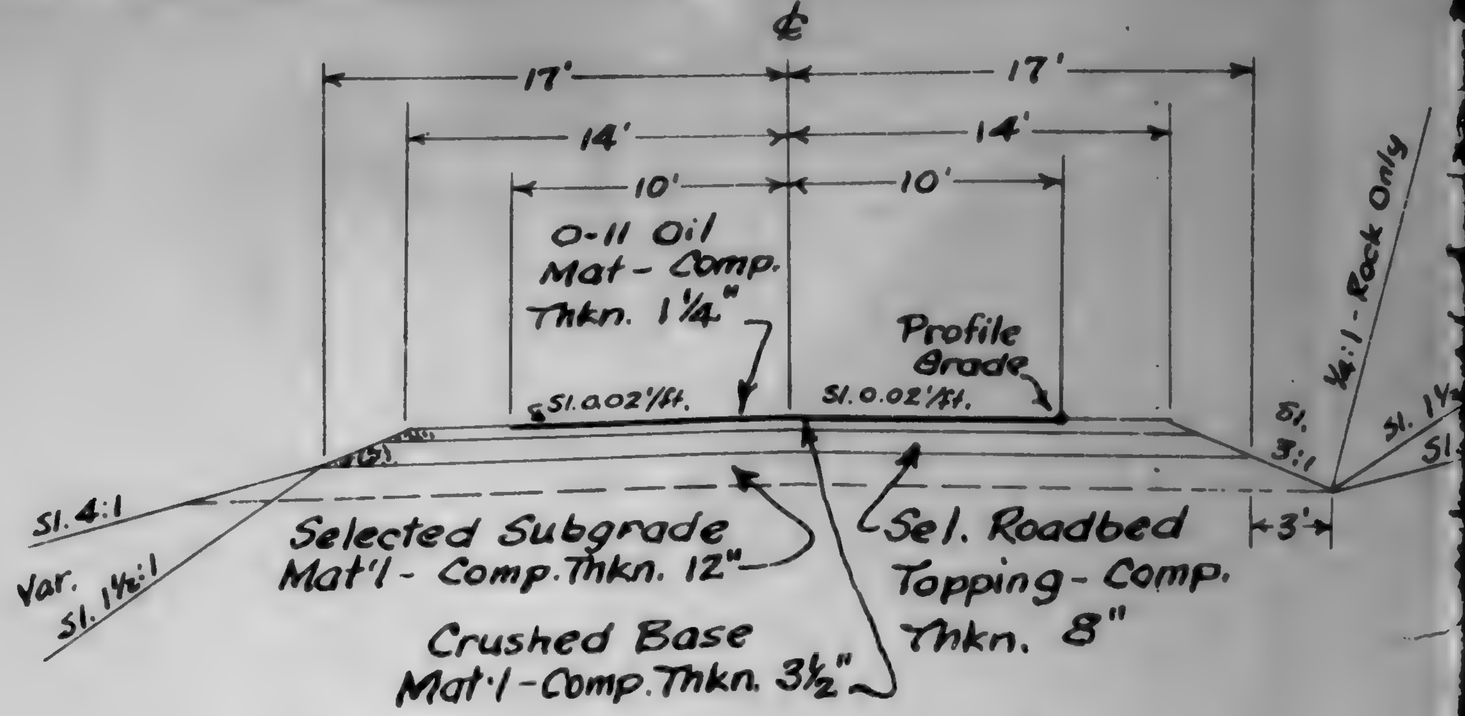
Agreements with the county are not necessary. Any portion of the existing facility which is bypassed will be abandoned.

There are no State Parks in the vicinity ofthis project.

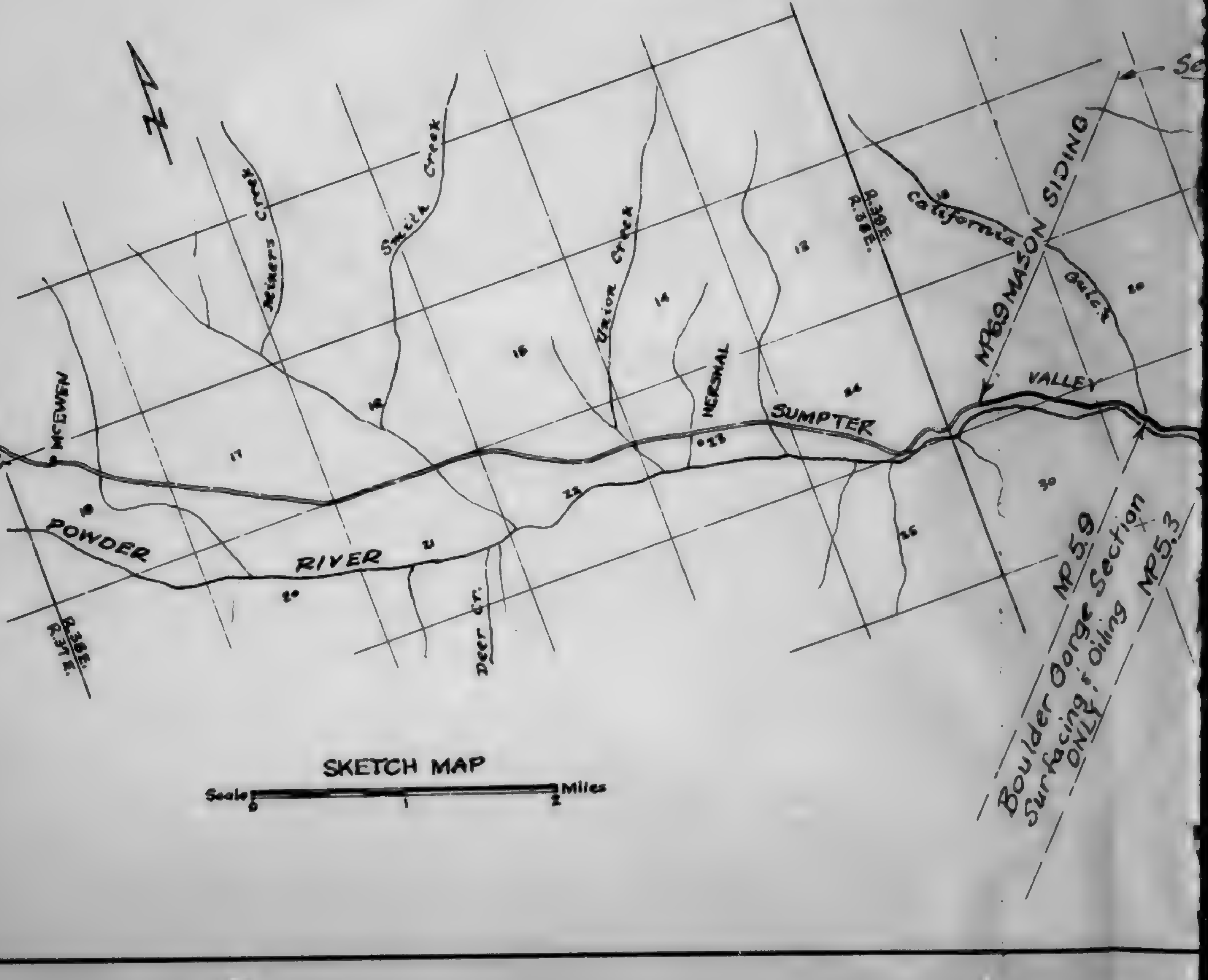
November 18, 1958

Attachment

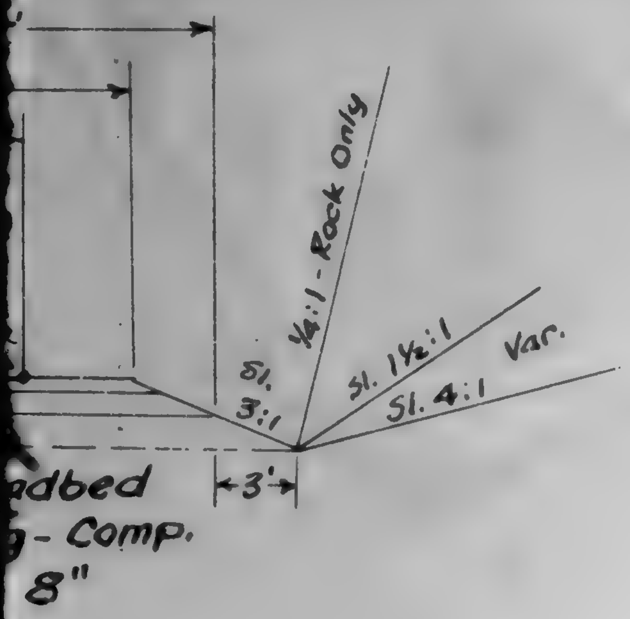
cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson
Kevin Laughlin
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

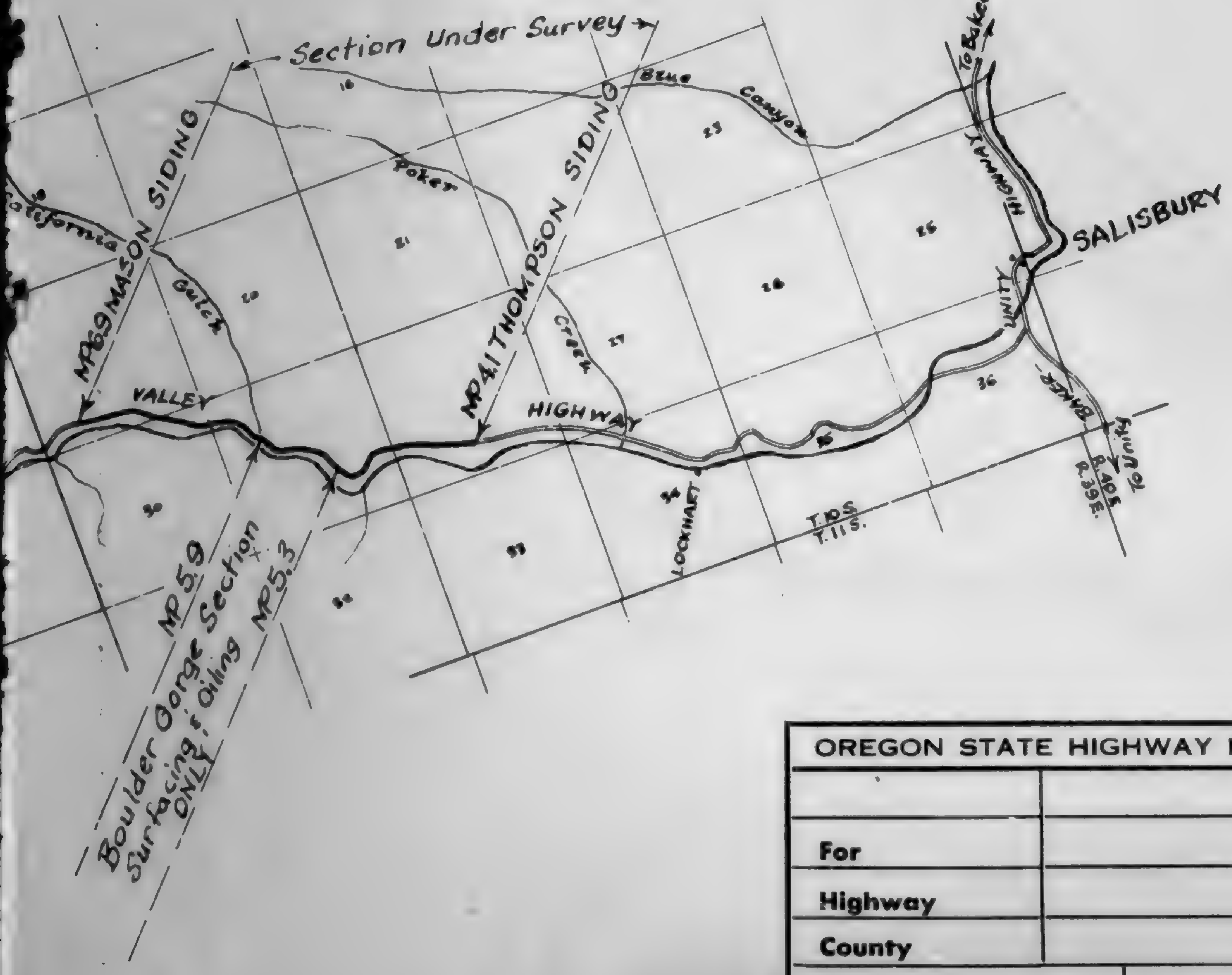

℄
17'
17'
14'
14'
10'
10'
0-11 Oil Mat - Comp. Thkn. 1¼"
Profile Grade
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 4:1
Var.
Sl. 1½:1
Selected Subgrade Mat'l - Comp. Thkn. 12"
Crushed Base Mat'l - Comp. Thkn. 3½"
Sel. Roadbed Topping - Comp. Thkn. 8"
3'
Sl. 3:1
¼:1 - Rock Only
Sl. 1½
Sl

TYPICAL SECTION



SKETCH MAP





OREGON STATE HIGHWAY DEPARTMENT

For

Highway

County

Scale

Date

F-117(24) Deep Canyon-Deschutes 1959
River Sec. (Grad. &
#5467 Oiling)

RECEIVED
APR 3 1961

FOR FILING
F-117(24)
5067

408 State Highway Building
Salem, Oregon

March 29, 1961

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

Oregon Project F-117(24), Deep Canyon-Deschutes River Section
Voucher Number 9 - Final

The subject voucher has been approved for payment in the net amount of $12,380. Deduction has been made in accordance with the attached Schedule of Exceptions.

Total amount of deduction	$103.68
Federal-aid Pro-rata	61.86%
Net Deduction (in even dollars)	$ 64.00

In the event that you disagree with the deductions made, it will be necessary to present reclaims of the disallowed items of costs on a separate PR-20 or PR-21 voucher identified as a reclaim voucher. Reclaim vouchers are to be submitted within nine months of the date the original voucher is processed for payment, and should be accompanied by a formal statement in rebuttal to the disallowances.

Attachments

orig.
Porter

NOTED
FORREST COOPER

FORM PR-1042
(3-61)

ATTACHMENT 2

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Division Office No. 33

SCHEDULE OF EXCEPTIONS

Page 1

Attachment to Audit Certificating covering:

Project Number F-117(24)

Voucher Number #9 - Final

Amount Claimed $ $133,562

Item Number 1

Exception

Preliminary Engineering

Urban Design Charges on State Vo. 87014	$120.00	
Less 16.667% Overhead	20.00	
	100.00	
Add Vac. & Sick Leave, Soc. Sec. & Ret., SIAC (12.688%)	12.68	
Amount Cited		$112.68

Comments

Included in the claim for preliminary engineering is a charge from the Urban Design Section. The charge is made to the prefix in a lump sum on transfer voucher #87014. The Urban Design Section has disposed of all supporting records for labor prior to 1-1-59, and the amount above is an unsupported charge. The amount is cited in accordance with para. 1.30 of the Regulations..., Title 23 - Highways.

Replaces Form PR-302, which is obsolete

FORM PR-1042
(3-61)

ATTACHMENT 2

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Division Office No. 35

SCHEDULE OF EXCEPTIONS

Page 2

Attachment to Audit Certificating covering:

Project Number F-117(24)

Voucher Number #9 - Final

Amount Claimed $ $133,562

Item Number 2

Exception

Preliminary Engineering

State Vo. 88162 - Gross Salaries, Specification Writing	$133.32	
State Vo. 88657 - " " " Writing	76.08	
Total Gross Salaries	$209.40	
Credit Allowed - 4.3% of $209.40, or		($9.00)

Comments

In computing their claim for Specification Writing, the State has failed to add the percentage allowable for Social Security and Retirement. The above credit is allowed as an offset to other exceptions.

Replaces Form PR-302, which is obsolete

RECEIVED
FEB 17 1961

W. C. Williams

February 15, 1961

Deep Canyon-Deschutes River
Contract No. 5467

FINAL COST ANALYSIS

Grading and Oiling
Contractor: Q. L. Rufener
Resident Engineer: A. A. Fossen

W. C. WILLIAMS

McKenzie Highway
Deschutes County

F-117 (24)
5467

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All	All	10,000.00	8,090.43	8,090.43	10,000.00
Drainage Excavation	64.28	Cu. Yd.	5.00	4.37	280.62	321.40
Special Borrow Excav.	10,770.50	Cu. Yd.	0.80	0.71	7,684.88	8,616.40
General Excavation	91,265.30	Cu. Yd.	0.70	0.798	72,865.12	63,885.71
Short Overhaul	329,261.70	Yd. Sta.	0.02	0.018	6,005.99	6,585.23
Long Overhaul	2,557.60	C-Yd. Sta.	0.60	0.52	1,338.00	1,534.56
Finish R.B. & Slopes	3.62	Mile	1,000.00	857.84	3,105.40	3,620.00
Rounding Cutbanks	9,115	Lin. Ft.	0.20	0.175	1,610.56	1,823.00
12" Corr. Metal Pipe	162	Lin. Ft.	3.50	3.48	563.37	567.00
18" Corr. Metal Pipe	440	Lin. Ft.	5.00	4.94	2,173.31	2,200.00
Metal Guard Rail	1,310	Lin. Ft.	2.60	2.60	3,406.00	3,406.00
Metal Sight Posts, Dbl. Refl.	93	Each	4.00	4.00	372.00	372.00
Cinders in Base	39,105.71	Ton	1.00	0.99	38,743.98	39,105.71
Sprinkling	2,653.27	M-Gal.	3.00	2.32	6,148.83	7,959.82
Preparation of Base	3.62	Mile	200.00	200.00	724.00	724.00
3/4"-0 Mat'l in Binder	826	Cu. Yd.	4.50	4.50	3,717.00	3,717.00
Furnish & Place Aggregate	4,158	Cu. Yd.	4.50	4.50	18,711.00	18,711.00
Haul & Place Red Cinder Agg.	186	Cu. Yd.	1.50	1.50	279.00	279.00
RC-3 Asphalt	133.24	Ton	45.00	45.00	5,995.80	5,995.80
120-150 Asphalt	319.12	Ton	42.00	42.00	13,403.04	13,403.04
RS-1 Asphalt	90.83	Ton	44.00	44.00	3,996.52	3,996.52
Extra for Oiling Approaches	8	Each	25.00	25.00	200.00	200.00

FINAL COST ANALYSIS - Contract No. 5467
Deep Canyon-Deschutes River Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Fencing	313.21	Rod	5.50	4.44	1,390.56	1,722.66
Extra Red Cinder 1/4" in Aggre. (Load, Haul & Place)	18	Cu. Yd.	3.00	3.00	54.00	54.00
EW 1 Temp. Signs		All		369.82	369.82	403.41
EW 2 Flagging		All		988.58	988.58	517.11
EW 3 Patching		All			197.97	197.97
					$202,465.88	$199,918.34

	Gross Revenue	Total Cost	Profit	Loss	% Profit	% Loss
Q. L. Rufener	140,161.34	149,134.21		8,972.87		6.402
Babler Bros. (Sub)	47,510.27	41,084.94	6,425.33		13.524	
J. C. Denton (Sub)	3,778.00	3,778.00				
Reed Bros. (Hired)	8,468.73	8,468.73				
	$199,918.34	$202,465.88		$2,547.54		1.274

1.274% Loss on Gross Revenue

DETAIL OF COST - Contract No. 5467

Labor:		
Labor	$ 52,440.81	
Tax and Insurance	5,622.65	
Health and Welfare and Pension	1,657.43	
Travel Pay	2,171.33	$ 61,892.22
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	32,694.40	
Equipment Rental, Hired	17,781.60	
Gas, Oil and Grease	8,586.96	
Bond and P.L. - P.D. Insurance	2,285.58	
Freight and Postage	183.00	
Home Office and General Overhead	1,500.00	
Move In	3,410.01	66,441.55
Materials:		
Signs	256.07	
Explosives	11,853.64	
Fencing	368.20	
12" Corr.Metal Pipe	396.80	
18" Corr.Metal Pipe	1,500.40	14,375.11
Subcontractors:		
Babler Bros. (Sub)	47,510.27	
J.C. Denton (Sub)	3,778.00	
Reed Bros. (Hired)	8,468.73	59,757.00
	TOTAL COST	$ 202,465.88

Remarks - Contract No. 5467

This was a "Federal Aid Primary Project" calling for grading and oiling of 3.62 miles of roadway on the McKenzie Highway beginning at station 192+50, which station is approximately 10.5 miles east of Sisters, and continuing easterly to station 383+84.62, which station is approximately 5.2 miles west of the west city limits of Redmond in the county of Deschutes.

Clearing and grubbing began May 8, 1959 and was completed September 24, 1959. Grading operations continued from May 14. 1959 to June 17, 1960. Pit run cinder base laying began August 23rd and was completed September 28, 1959. Binder course was placed August 23rd to September 28, 1959, after which work was discontinued until May 31, 1960. Patching and oil mat was started June 6th and completed June 14th. The project was completed June 17, 1960.

On October 2nd, the road was opened to traffic and was closed October 6th due to pickup of mat.

A shovel was not brought in until July 18th and progress was slow due to the difficulty of loading DW20's in rock cuts. Cost of excavation could probably have been cut substantially had a shovel been used earlier.

Difficulty in shooting rock cuts was encountered due to cinder content and some reshooting was necessary to get below subgrade. This also increased the cost of excavation.

A 1.27% loss on gross revenue is only reflected by the good profit enjoyed by the subcontractor. The loss on the net revenue is 6.4% and is centered in general excavation costs.

M.N. Juve
Chief Cost Analyst

By

A. Bollinger

W. C. Williams T

RECEIVED
FEB 17 1961

February 15, 1961

FINAL COST ANALYSIS

Oiling
Subcontractor: Babler Bros.
Resident Engineer: A.A. Fossen

Deep Canyon-Deschutes River
Contract No. 5467
Contr: Q.L. Rufener

McKenzie Highway
Deschutes County

F-117 (24)
5467

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	3.62	Mile	200.00	186.57	675.39	724.00
3/4"-0 Mat'l in Binder	826	Cu.Yd.	4.50	3.51	2,898.31	3,717.00
Furnish & Place Aggregate	4,158	Cu.Yd.	4.50	3.77	15,666.75	18,711.00
Haul & Place Red Cinder	186	Cu.Yd.	1.50	1.58	294.86	279.00
RC-3 Asphalt	133.24	Ton	45.00	40.01	5,330.94	5,995.80
120-150 Asphalt	319.12	Ton	42.00	37.19	11,868.42	13,403.04
RS-1 Asphalt	90.83	Ton	44.00	39.09	3,550.53	3,996.52
Oil Approaches	10	Each	25.00	20.75	207.48	250.00
F.A. Flagging		All			349.96	181.94
FA. Patching		All			190.44	197.97
PA# Extra Cinder in Aggreg.	18	Cu.Yd.	3.00	2.88	51.86	54.00
					$41,084.94	$47,510.27

Gross Revenue	$ 47,510.27
Total Cost	41,084.94
Net Profit	$ 6,425.33

Net Profit equals 13.524% of Gross Revenue.

DETAIL OF COST - Contract No. 5467

(Babler Bros.)

Labor:		
Labor	$ 4,364.44	
Tax and Insurance	327.76	
Health, Welfare and Pension	203.78	
Travel Pay	232.04	$ 5,128.02
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	3,532.56	
Equipment Rental, Hired	1,069.93	
Gas, Oil and Grease	1,406.07	
Bond	356.93	
P.L. and P.D. Insurance	62.40	
Home Office and General Overhead	1,250.00	
Move In	1,500.00	
Small Tools and Miscellaneous Supplies	775.55	9,953.44
Materials:		
3/4"-0 Binder	1,359.16	
Furnish and Place Aggregate	6,842.67	
RC-3 Asphalt	4,625.70	
120-150 Asphalt	10,089.22	
RS-1 Asphalt	3,046.62	
Patching Mix	40.11	26,003.48
	TOTAL COST	$ 41,084.94

Remarks - Contract No. 5467 (Babler Bros.)

This was a subcontract portion of Deep Canyon-Deschutes River project of which Q. L. Rufener was prime contractor.

The oiling operation was completed in thirteen days under excellent management which is reflected by the substantial profit of 13.5% of the gross revenue.

M. N. Juve
Chief Cost Analyst

By

A. Bollinger

Contract No. 5476 1-17-61

Monthly transaction number RECEIVED JAN 30 1961 1-22	For A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	**Oregon**
Project report number FOR FILING	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Deschutes**
		Project number **F-117(24)**

F-117(24)

5467

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **May 19**, 19**39**, is hereby modified as follows:

Revised estimated total cost of project	$ **217,497.00**
Revised Federal funds	$ **133,562.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **17** day of **January**, 19**61**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By:
XXX C. G. Polk
Division Engineer

RCWright hf
R. C. Wright
Administrative Manager

USComm-DC 11170

January 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Deep Canyon-Deschutes River Section, Project No. F-117(24).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Enc.

FORM CD-121
(9-22-59)

UNITED STATES G RNMENT

Memorandum

U.S. DE TMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: January 9, 1961

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: **Modification of Federal-Aid Project Agreement**

Attached are two copies of a proposed modification of Federal Aid project agreement for the following project:

F-117(24) Deep Canyon-Deschutes River Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

RECEIVED
JAN 10 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Contract 5467 5-19-59

RECEIVED
MAY 20 1959
FOR FILING

Monthly Transaction No. 5-63	For -2 (5-28-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	to **Oregon**
Project Report No. 6	**FEDERAL-AID PROJECT AGREEMENT**	County **Deschutes**
5467		Project No. **F-117(24)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

5.23 miles west of Redmond city limits westerly 3.6 miles (Deep Canyon-Deschutes River Section) on U.S. 126

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	**8-28-58**	**3.6**
Rights-of-Way		
Construction	**3-27-59**	**3.6**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **206,829**	Federal funds $ **127,500**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
~~Deputy~~ **State Highway Engineer**
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CGPolk
C. G. Polk
Division Engineer

Date executed by Division Engineer **May 19, 1959**

USComm-DC 11169

May 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Deep Canyon-Deschutes River Section, Project No. F-117(24).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:gh

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Deep Canyon-Deschutes River Section, Project No. F-117(24).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HHC:bb

Federal Aid
Project No. F-117(24)

Oregon State Highway Department

DEEP CANYON - DESCHUTES RIVER SECTION OF THE McKENZIE HIGHWAY IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 29, 1959

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 2,000.00

Type Code 5231
Roadway (Sta. 192+50 to Sta. 383+84.62) (Contract No. 5467)

Clearing and Grubbing	All	Required	$	$ 10,000.00
Drainage Excavation, Unclassified	70	cu. yds.	5.00	350.00
Special Borrow Excavation, Unclassified	10,000	cu. yds.	0.80	8,000.00
General Excavation, Unclassified	88,600	cu. yds.	0.70	62,020.00
Short Overhaul	284,700	yd. sta.	0.02	5,694.00
Long Overhaul	2,500	C-yd.sta.	0.60	1,500.00
Finishing Roadbed and Slopes	3.62	miles	1,000.00	3,620.00
Rounding Cutbanks	12,000	lin. ft.	0.20	2,400.00
12-inch Corrugated Metal Pipe	180	lin. ft.	3.50	630.00
18-inch Corrugated Metal Pipe	480	lin. ft.	5.00	2,400.00
Metal Guard Rail	1,300	lin. ft.	2.60	3,380.00
Metal Sight Posts, Double Reflector	100	only	4.00	400.00
Cinders in Base	32,300	tons	1.00	32,300.00
Sprinkling	1,100	M-gal.	3.00	3,300.00
Preparation of Base	3.62	miles	200.00	724.00
3/4" - 0 Material in Binder Course	800	cu. yds.	4.50	3,600.00
Furnishing and Placing Aggregates	3950	cu. yds.	4.50	17,775.00
Hauling and Placing Red Cinder Aggregates	220	cu. yds.	1.50	330.00
RC-3 Asphalt	130	tons	45.00	5,850.00
120-150 Asphalt	320	tons	42.00	13,440.00
RS-1 Asphalt	90	tons	44.00	3,960.00
Extra for Oiling Approaches	10	only	25.00	250.00
				$181,923.00
Flagging (57½% of Contractor's Cost)	All	Required		250.00
Seeding and Mulching	All	Required		3,475.00
Red Cinders	All	Required		560.00
	Subtotal			$186,208.00
	10% Engr. & Cont.			18,620.80
		Total		$204,828.80

Length of Roadway _ _ _ _ _ _ _ _ 3.624 Miles
Cost of Roadway Per Mile_ _ _ _ $56,520.08

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,200.00	$ 800.00
Roadway	204,828.80	126,300.00	78,528.80
	$206,828.80	$127,500.00	$79,328.80

FORM E-30X—50M—6-58—13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1959

SUBJECT: Cost of Utility Adjustments
Deep Canyon-Deschutes River Section

To: Mr. S. H. Probert
Office Engineer
Office

ATTENTION: Mr. V. G. O'Neil

On the Deep Canyon-Deschutes River Section of the McKenzie Highway in Deschutes County, there are no utility adjustments required for which the State will be required to pay.

Tom Edwards
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

CHB:fp

cc: J. W. Nash

Oregon State Highway Department

Federal Aid
Project No. F-117(24)

DEEP CANYON-DESCHUTES RIVER SECTION OF THE
McKENZIE HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 12, 1959

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 4,000.00

Type Code 5231
Roadway (Sta. 192+50 to Sta. 383+84.62)

Clearing and Grubbing	All	Required	$	$ 10,000.00
Drainage Excavation, Unclassified	70	cu. yds.	4.00	280.00
Special Borrow Excavation, Unclassified	10,000	cu. yds.	0.50	5,000.00
General Excavation, Unclassified	88,600	cu. yds.	1.50	132,900.00
Short Overhaul	284,700	yd. sta.	0.01	2,847.00
Long Overhaul	2,500	C-yd.sta.	0.50	1,250.00
Finishing Roadbed and Slopes	3.62	miles	1,000.00	3,620.00
Rounding Cutbanks	12,000	lin. ft.	0.20	2,400.00
12-inch Corrugated Metal Pipe	180	lin. ft.	3.75	675.00
18-inch Corrugated Metal Pipe	480	lin. ft.	5.00	2,400.00
Metal Guard Rail	1,300	lin. ft.	3.50	4,550.00
Metal Sight Posts, Double Reflector	100	only	5.00	500.00
Cinders in Base	32,300	tons	1.15	37,145.00
Sprinkling	1,100	M-gal.	3.00	3,300.00
Preparation of Base	3.62	miles	250.00	905.00
3/4" - 0 Material in Binder Course	800	cu. yds.	3.50	2,800.00
Furnishing and Placing Aggregates	3,950	cu. yds.	5.00	19,750.00
Hauling and Placing Red Cinder Aggregates	220	cu. yds.	2.00	440.00
RC-3 Asphalt	130	tons	46.00	5,980.00
120-150 Asphalt	320	tons	44.00	14,080.00
RS-1 Asphalt	90	tons	46.00	4,140.00
Extra for Oiling Approaches	10	only	30.00	300.00
				$255,262.00
Flagging (57½% of Contractor's Cost)	All	Required		250.00
Seeding and Mulching	All	Required		3,475.00
Red Cinders	All	Required		560.00
	Subtotal			$259,547.00
	10% Engr. & Cont.			25,954.70
		Total		$285,501.70

Length of Roadway - - - - - - - 3.624 Miles
Cost of Roadway Per Mile- - - - $78,780.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 2,400.00	$ 1,600.00
Roadway	285,501.70	176,600.00	108,901.70
	$289,501.70	$179,000.00	$110,501.70

RECEIVED
UG 10 1960
FOR FILING
J-117(24)
5467

A

August 10, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5467 for grading-oiling the Deep Canyon-Deschutes River Section of the McKenzie Highway in Deschutes County was completed by the contractor, Q. L. Rufener, Inc., on June 17, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $6,214.35 will be released to the contractor after acceptance by the Commission. The total contract amount is $199,918.34, of which amount $1,118.49 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JUL 13 1960
FOR FILING

T 117(34)

5467

July 12, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Q. L. Rufener, Inc., on contract #5467 for grading-oiling the Deep Canyon-Deschutes River Section of the McKenzie Highway in Deschutes County.

This payment, in the amount of $39,235.82, will be released to contractor on or after July 22, 1960. The retained percentage is $5,962.38.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1--(Rev.)--

A

T 117(44)
5467

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 2, 1960, 19

Section Deep Canyon - Deschutes River

Kind of work Grading & Oiling

Highway McKenzie County Deschutes

Section prefix 9-1047

Contractor Q.L. Rufener, Inc.

Contract number 5467

Date of contract April 23, 1959

Specified work days 115

Date work started May 8, 1959

Work days used 115

Project authorization $209,402.65

Exclusive of engineering $194,586.11

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $203,911.55

~~Estimated~~ per cent overrun ~~or underrun~~ 4.79 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $14,896.54

Engineering cost to date $12,000.00 80.6 %

Date project was completed June 17, 1960, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	none	100	100	Purchased from comml. plant at Tumalo

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Clearing & Grubbing started on May 8, 1959 completed with general clean up Sept.24

Grading Operations started May 14, 1959, completed with olbiterating old h'way from station 202 - 253 on June 17, 1960.

Pit run cinder base mat'l started August 23, ended September 28, 1959.

The binder course was placed September 30 - Oct 2 at which time the new highway was opened to traffic, closed to traffic on Oct. 6 due to the pickup of the mat by heavy traffic.

Workday charges ended for the year on October 2, 1959; Resumed May 31, 1960.

Patching of the binder course, E.W.O. # 3, on June 6 and the 0-11 oil mat placed form the 7-14th.

Project completed June 17, 1960 except for Removal of some equipment and the scales.

Semifinal estimate was submitted to the division office on June 30.

Final Report:

CONSTRUCTION DIVISION
RECEIVED
JUL 5 1960

NOTED-- ☐ ☐ ☐ ☐ ☐

Signed R H Clark
R.H. Clark Res. Eng'r

Address Box 151 bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	~~PAVING~~ Guard Rail
Miles in project	3.62	3.62		3.62	0.25
Miles partially completed					
Miles completed	3.62	3.62		3.62	0.25
Total estimated quantities (contract)	98,670	32,300		540 4,970	
Total quantities corrected to date	102,098	39,105		543 5,188	
Estimated quantities moved or placed to date	102,098	39,105		543 5,188	
Average daily quantities 85	1,200	1,348 (29)		519 (10)	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear-warm		
Monday	" "		
Tuesday	Warm-showers P.M.		
Wednesday	Clear-warm		
Thursday	" "		
Friday	" "		
Saturday			

RECEIVED
JUN 27 1960
FOR FILING

F-117(24)

5467

A

June 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 17, 1960, on Contract No. 5467, Deep Canyon-Deschutes River Section, in Deschutes County, in connection with Federal Aid Project No. F-117(24).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

cc: Clarence G. Swenson

RECEIVED
FEB 18 1960
FOR FILING
F-117(24)
5447

FORM 5-30X 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1960

SUBJECT: Deep Canyon-Deschutes River
McKenzie Highway

To:

Mr. Dean Swift
Division Engineer
State Highway Department
Bend, Oregon

I return herewith unapproved State Force Order in the amount of $2,200 for seeding and mulching on this section.

I have carefully looked over the project with the purpose of determining seeding and mulching requirements and believe that no beneficial results can be obtained by seeding and mulching as the job is almost 100 per cent rock.

I believe it would be appropriate in the future to carefully consider the necessity of seeding and mulching prior to initiating an order for the same.

Tom Edwards
Construction Engineer

By FB Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

cc Forrest Cooper
Mark Astrup

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
AUG 14 1959
FOR FILING

F-117(24)

5467

August 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the State's share of flagging costs on the Deep Canyon-Deschutes River Section of the McKenzie Highway in Deschutes County, Contract No. 5467, in connection with Federal Aid Project No. F-117(24).

Very truly yours,

W. C. Williams
State Highway Engineer

By

DBP:mfh

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
JUN - 2 1959

FOR FILING
F 117 (24)

5467

May 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering signing on the Deep Canyon-Deschutes River Section of the McKenzie Highway in Deschutes County, Contract No. 5467, in connection with Federal Aid Project No. F-117(24).

This work is necessary for the routing and guidance of traffic during construction. It does not relieve the contractor of his responsibility to provide safety and warning signs, barricades and lights for the protection of the public and workmen.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Ens.

A

RECEIVED
MAY 18 1959
FOR FILING
F-117(24)

5467

May 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 8, 1959, on Contract No. 5467, Deep Canyon-Deschutes River Section, in Deschutes County, in connection with Federal Aid Project No. F-117(24).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:gh

FORM E-123 8M 10-53

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAY 6 - 1959

FOR FILING
F 117(24)
5467

May 6, 1959

Q. L. Rufener, Inc.,
4729 SE Ash Street
Portland 15
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract #5467, awarded April 23, 1959, for grading-oiling on the Deep Canyon-Deschutes River Section of the McKenzie Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Encl.

IDAHO
MONTANA
OREGON
WASHINGTON

RECEIVED
1959
FOR FILING

File

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.4-0
F-117(24)
5467

408 State Highway Bldg.
Salem, Oregon

April 23, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-117(24), Deep Canyon-Deschutes River Section of the McKenzie Highway, we hereby concur, as of this date, in award of contract No. 5467 to Q. L. Rufener, Inc., of Portland, Oregon, low bidder in the amount of $181,923.00 at the April 14, 1959 bid opening.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

[illegible]

RECEIVED
27 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 - 1959
FOR FILING

5-7-59

5467

April 23, 1959

O. L. Rufener, Inc.
4729 S. E. Ash Street
Portland 15, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 accepted your proposal for grading and oiling on the Deep Canyon-Deschutes River Section of the McKenzie Highway, Deschutes County, for the sum of $181,923 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled.

This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5467.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce, Seattle
Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired, otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 23, 1959

Q. L. Rufener, Inc.
4729 S. W. Ash Street
Portland 15, Oregon

Contract for Deep Canyon-Deschutes River Section of McKenzie Highway, Deschutes County, for which you submitted low bid on April 14, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Lee Gatlin
Files ✓

RECEIVED
27 1959
FOR FILING

[illegible]

[illegible]

April 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for Deep Canyon-Deschutes River Section of the McKenzie Highway in Deschutes County, Project F-117(24), to Q. L. Rufener, Inc. of Portland on the basis of the bid of $181,923 submitted on April 14, 1959.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

RECEIVED

F-117 (24)

When replying, refer to:
08-35.4-0

5467

408 State Highway Bldg.
Salem, Oregon

April 23, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-117(24), Deep Canyon-Deschutes River Section of the McKenzie Highway, we hereby concur, as of this date, in award of contract No. 5467 to Q. L. Rufener, Inc., of Portland, Oregon, low bidder in the amount of $181,923.00 at the April 14, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

President

RECEIVED
MAR . . 1959
OREGON DISTRICT

FOR FILING
F-117(24)

5467

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

March 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-117(24), Deep Canyon-Deschutes River Section of the McKenzie Highway, in Deschutes County. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
MAR 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

NOTED
S. H. PROBERT

7971-536 Toll Collection System 1959
on Portland-Vancouver
#5468 Interstate Bridges

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FOR FILING
1971-536
5468

FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR
LEONARD I. LINDAS
CHIEF COUNSEL

October 19, 1960

IN REPLY PLEASE REFER TO

Captain Farley E. Mogan
Oregon State Police
107 Public Service Building
Salem, Oregon

Re: Toll Plaza - Interstate Bridge
Highway 99, Portland

COPY

Dear Captain:

You made inquiry relative to the erection of traffic signals at the toll plaza on the Interstate Bridge and whether or not these are official traffic signals.

For your information, when the State Highway Department let Contract No. 5468 for the erection of the toll collection system for the Interstate Bridge, Item "j" on Page 25 of the contract provided for the erection of traffic signals.

This contract was let by the Oregon State Highway Department and was subscribed to by the State Highway Commission and also the State of Washington, by and through its Toll Bridge Authority.

Since these traffic signals were erected by the contractor at the behest of and with the approval of the Oregon State Highway Commission, it is the opinion of the undersigned that these constitute official traffic signals.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:bp

Pc4501

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[illegible] 1960
FOR FILING
7971-536

5468

A

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
OLYMPIA, WASHINGTON

June 22, 1960

Oregon State Highway Department
Salem, Oregon

Contract No. Oregon 5468 Wash. 6221
Location Vancouver-Portland Interstate Bridge

Dear Sir:

The contract of Taller & Couper, Inc., 75 Front St. Brooklyn 1, N.Y., for the above improvement was accepted by the Director of Highways on June 21, 1960. All claims against this contract must be in this office not later than July 20, 1960. Claims should be forwarded by the claimant directly to this office and not through the District Office.

Yours very truly,
WASHINGTON TOLL BRIDGE AUTHORITY

D B Hedges

By: D. B. HEDGES
EXECUTIVE SECRETARY

WAB:bln
WHB

NOTED

8-14-58

RECEIVED
JUN 23 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN - 6 1960
FOR FILING

1771-536

5468

June 2, 1960

Teller & Cooper, Inc.,
75 Front St.,
Brooklyn 1, N. Y.

Gentlemen:

The State Highway Commission at its meeting held on June 2, 1960, had under discussion your request for an extension of time of 16 additional workdays to January 16, 1960, within which to complete your contract #5468 without the assessment of liquidated damages, for the toll collection system on the Interstate Bridge, Pacific Highway, in Multnomah County.

We are pleased to inform you that the Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Lloyd P. Shaw
Kenneth Wheatley
Ivan D. Merchant
R. L. Porter
C. M. Maison

A

RECEIVED
MAY 11 1960
FOR FILING
7971-536

541

May 11, 1960

Oregon State Highway Commission

Request for Extension of Time
No. 2
June 2-3 Meeting

Gentlemen:

On May 4, 1959, a contract for the furnishing and installation of the toll collection system for the Interstate Bridge was awarded to Taller and Cooper, Inc. of Brooklyn, New York. This contract carried a fixed completion date of December 31, 1959.

This contractor was very diligent and was very helpful in working with the other contractors on this project to complete his portion within the specified time. However, due to minor changes made necessary by various conditions that arose after the contract was awarded, the contractor was not able to finish by the December 31 completion date.

The reconstruction of the East Interstate Bridge was completed and traffic routed over it on January 8. Toll collection on the East and West Bridges began on January 10, at which time the toll collection system, except for minor adjustments, was installed and ready to accept tolls.

It is my recommendation that the contractors be allowed this extension of time without applying the penalty for liquidated damages.

This project is a co-operative project between the State of Washington, through its Washington Toll Bridge Authority, and the Oregon State Highway Commission. The Washington Toll Bridge Authority has concurred in the 16-day extension of time without penalty of liquidated damages.

Very truly yours,

W. C. Williams
State Highway Engineer

IDM:mm ae

cc to: Mr. G. S. Paxson
Mr. I. D. Merchant

Form E-320 3M--10-53

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date December 31, 1959

Gentlemen:

We, the undersigned, respectfully request an extension of 10 days time, from January 1, 1960, to January 10, 1960, within which to complete our Contract No. 5408, described as follows:

Interstate Bridge Toll Collection System
(Teller & Cooper Job (W-5320)

The above request is based upon the following reasons:

1. Unable to train Washington Toll Bridge personnel as they will not be in occupancy until January 7, 1960.

2. Revision to Receipt Printers requested, but, not yet authorized by State of Oregon.

3. Revision to Lane Toll Gates (Per Dwg. 8037A) requested by Bridge Engineer letter December 28, 1959, not completed.

Respectfully submitted,

Teller & Cooper, Inc.
Contractor

By John C Beach
John C. Beach - Vice Pres.

CONSENT OF SURETY

Date January 22, 1960

We, FIDELITY AND DEPOSIT COMPANY OF MARYLAND, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Robert B. Cumming
Robert B. Cumming
Attorney-in-fact

(SEAL)

Robert B. Cumming
Robert B. Cumming
Resident Agent

State Printing 70797

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 5468 Contractor Teller and Cooper, Inc.

Highway Pacific

Section Interstate Bridge

Kind of Work Furnishing and installation of Toll Collection System

It is recommended that such extension be granted as requested under the following terms and conditions:

The reasons for the extension of time given by the contractor are reasons for the extension of time requested. It is recommended that the extension of time be granted without invoking the penalty for liquidated damages.

RECEIVED
JAN 28 1960
OREGON STATE HIGHWAY DEPARTMENT

Recommended for Approval:

Division Engineer

Ivan D. Merchant
~~Construction Engineer or~~ Bridge Engineer

Asst. State Highway Engineer

Contract No. 5468

Project designation Washington, Oregon, and Washington Toll Bridge Authority Federal Cooperative Project

Date awarded May 4, 1959

Work started May 15, 1959

Per cent completed 98% on December 31, 195

Date

Specified completion date December 31, 1959

Previously extended to -

Extension requested to January 16, 1960

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FOR FILING

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5468

A

May 6, 1960

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Dear Mr. Hedges:

In line with our conversation at the Portland-Vancouver Interstate Bridge yesterday, this is to confirm our understanding that the Washington Toll Bridge Authority will handle all matters pertaining to the contract we have with Taller & Cooper covering the maintenance of the toll-taking equipment on the bridge.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Ivan D. Merchant
Mr. C. H. Maison

Columbia River Bridged by Second Span To Link Portland with Vancouver . . .

Opening of Twin-Span Toll Bridge Unveils New System of Automatic Toll Collection, Chargeplate Processing, and Revenue Control

The mighty Columbia River has been "double-crossed" to graft another major artery onto U.S. Highway 99 linking Oregon with Washington. Opening of the second 1½-mile span of the Vancouver-Portland Interstate Bridge now paves the way for the smoother flow of the 36,000 vehicles which daily cross the Columbia here.

Automatic "exact change" lane. Driver tosses 20¢ in coins or special tokens into Toll-O-Matic hopper. Green light signals driver to proceed. Vehicle count is obtained as car drives over treadle.

To speed this heavy volume of traffic through the barrier-type interchange, as well as to facilitate revenue control, the 14-lane toll plaza is equipped with a new system of vehicle classification and automatic toll collection equipment designed by the Taller Cooper Division of American Electronics, Inc.

The new system, which also makes provision for the handling of chargeplate customers, furnishes receipts on request and documents transactions on both printed record and punched tape. The latter feature aids the auditors in checking accounts, and enables charge data to be processed automatically.

The existing East Bridge, built in 1915, now carries three lanes of northbound traffic. Southbound traffic is diverted to the newly constructed 3-lane West Bridge span. Built at a cost of $14.5 million, the toll facility is expected to pay itself off in eight to nine years. Established toll schedules for bond amortization call for a 20¢ fee for passenger cars, 40¢ for trucks, and 60¢ for trucks and trailers. A 25% reduction is allowed on commuter tickets.

Of the fourteen lanes in the toll plaza, eight are automatic "exact change" lanes equipped with Toll-O-Matic collection machinery. Here, a toss of the correct amount of coins or specially designed tokens into the hopper automatically gives the driver the green light to proceed.

The other six lanes are manned. Anything from a motorcycle to a trailer truck is classified and keyed for the appropriate toll on Taller Cooper barrier classification button box equipment. Working in conjunction with the vehicle classification equipment are Taller Cooper receipt printers and automatic charge system devices.

Charge account drivers are also processed efficiently, while those who request a cash receipt can be furnished official on-the-spot evidence of toll payment.

Semi-Au
change o
for fede
vehicles

Inside b
button b
printer,
after bu
attendar

Columbia River Bridged by Second Span To Link Portland with Vancouver . . .

Opening of Twin-Span Toll Bridge Unveils New System of Automatic Toll Collection, Chargeplate Processing, and Revenue Control

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Charge account drivers are also processed efficiently, while those who request a cash receipt can be furnished official on-the-spot evidence of toll payment.

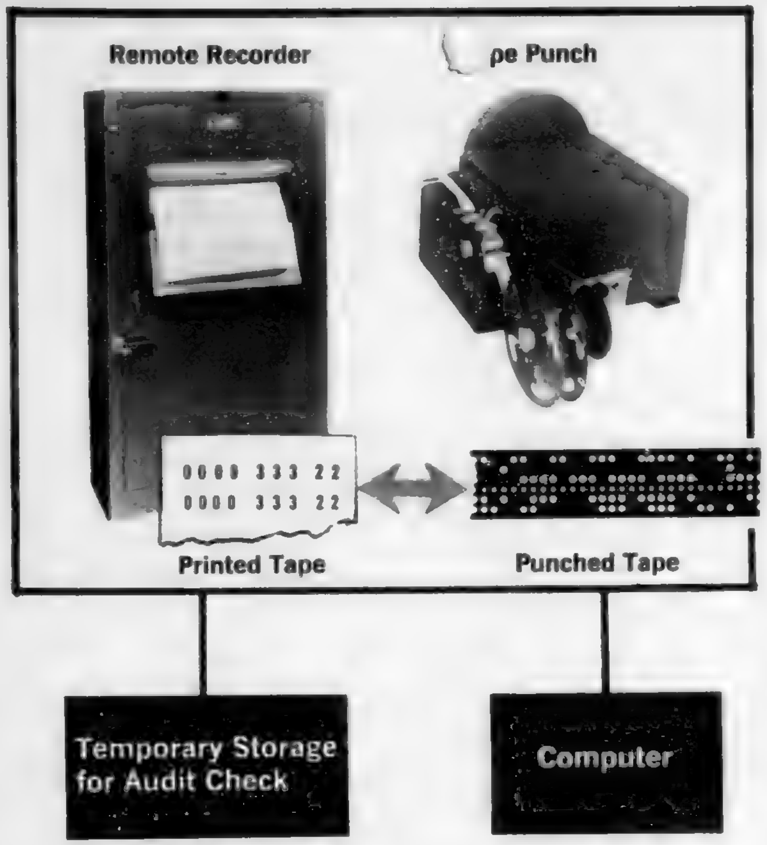
Semi-Automatic lane in which attendant makes change or accepts chargeplate. Charges are allowed for federal government, public agency, and all vehicles over 6,000 pounds gross.

Inside booth, attendant is aided by Taller Cooper button box vehicle classification equipment, receipt printer, and automatic charge system devices. Here, after button corresponding to vehicle is pressed, attendant inserts chargeplate in slot.

Supervisory control panel located in control room of administration building enables supervisor to contact each island station by intercom to answer questions and attend to other supervisory details.

Remote recorder provides detailed tally of all toll transactions, including: cash total; charge total; classification totals; "spare," "free," and "error" tallies; safe (coin box) number; token total; violations; forward and reverse treadle count; time; lane numbers; and attendants' numbers.

Chargeplate transactions are recorded on punched tape. Tape punches were modified by Taller Cooper engineers for continuous operation. One tape punch is in operation, the other on standby duty. Data is transferred to cards by tape-to-card converters, and the cards are run through standard tabulating machines.



New Combination Remote Printer and Tape Readout System Offers Flexibility, Backup, and Double-Check

Good news for those installations having Taller Cooper equipment. Taller Cooper has just designed a combination printing and electrical readout counter that can be substituted for existing printing counters in remote printing registers.

The electrical readout counter is designed in combination with tape-perforating equipment, so that the data on the conventional printed audit tape may be now perforated in a paper tape. The paper tape can be fed directly into computers without requiring manual transcription. The printed audit tape remains as a permanent record to guarantee an audit of the toll collection revenue.

This combination overcomes the disadvantages originally associated with electrical readouts where accidental transmission loss destroyed all information and prevented any audit whatsoever.

Of course, new installations may avail themselves of this feature.

AMERICAN ELECTRONICS, INC
TALLER COOPER DIVISION
75 Front Street • Brooklyn 1, New York

COLUMBIA RIVER BRIDGED BY SECOND SPAN TO LINK PORTLAND WITH VANCOUVER

New Toll Collection and Revenue Control System Unveiled

A.

FORM E-123 X

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1960
FOR FILING

7971-536

3468

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 5, 1960

Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Attention: D. B. Hedges

Gentlemen:

We are enclosing herewith our check No. 7731 in the amount of $600.00 payable to the Washington Toll Bridge Authority.

This check represents payment from the Hayden Island Amusement Company for the Resident Engineer's office that was built under our contract No. 4653, and paid for by the Washington Toll Bridge Authority.

We are also enclosing another bill from Taller & Cooper for the monthly maintenance charges on the electronic equipment.

Also enclosed is your copy of Estimate No. 21 to the General Construction Company, covering voucher No. 1545T in the amount of $206,708.15, which you no doubt enclosed by mistake with you letter of May 4, 1960.

Very truly yours,

C. H. Maison
Auditor

CHM:hs

Enclosures

cc: G. S. Paxson

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
ERNEST J. KETCHAM, CHAIRMAN
SEATTLE
O. E. STONE
SPOKANE
R. A. MOISIO
TACOMA
ERNEST A. COWELL
EUREKA
H. E. MORGAN
LONGVIEW

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

1889

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
6431 CORSON AVE.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 527
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 52
NO. 6 SPOKANE 21
N. 2310 MAYFAIR ST.
NO. 7 SEATTLE 4
430 SPOKANE ST.

1971-536

5468

A

April 5, 1960

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Salem, Oregon

Re: Interstate Bridge Toll Collection
System Contract No. 5468 Oregon
6221 Wash.

Gentlemen:

Reference is made to your letter requesting our thoughts and concurrence on Taller-Cooper, Inc. request for a 16 day time extension to their contract which would place the date from January 1, to January 16th and thus establishing a revised date for completion of the contract and also establishing a date for final acceptance of the equipment.

We recognize that the complete operational characteristics could not be checked out until after January 10, 1960, the date the toll collections began on the bridge, whereas the installations were substantially completed prior to this date. Also changes in the equipment requested jointly by the two sponsoring agencies after January 1, 1960, respected time loss to the contractors. The 16 days extension appears to be a reasonable time to cover unavoidable delays experienced by the contractors and we recommend granting this time without the penalty of liquidated damages.

Very truly yours,

W. A. Bugge

W. A. BUGGE
Director of Highways

WAB/eg

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APR - 7 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

RECEIVED
APR 7 1960
OREGON
STATE HIGHWAY COMMISSION

Original to
Merchant

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MAR 4 1960
FOR FILING
797-500
5465

A

March 3, 1960

Mr. D. B. Hedges, Secretary
Washington Toll Bridge Authority
Transportation Building
Olympia, Washington

Mr. W. A. Bugge, Director
Washington Department of Highways
Transportation Building
Olympia, Washington

Re: Interstate Bridge Toll
Collection System
Contract No. 5468

Gentlemen:

On May 4, 1959 our Contract No. 5468 was awarded to Taller-Cooper, Inc. for the toll collection system on the Interstate Bridge project.

The work to be done under this contract was to be completed in its entirety on or before December 31, 1959. Taller & Cooper have requested a time extension of 16 days, or from January 1 to January 16, to complete this contract, giving as reasons for the noncompletion the following:

1. Unable to train Washington Toll Bridge personnel as they will not be in occupancy until January 7, 1960.

2. Revision to receipt printers requested but yet not authorized by the State of Oregon.

3. Revision to lane toll gates per Drawing 8687-A requested by Bridge Engineer's letter of December 28, 1959 not completed.

Toll collections began on January 10, which indicates that the toll collection equipment was installed by that time. However, there were many things involving adjustment of the toll collection equipment made necessary after this date. I point this out because even after the January 16 extension of time requested by the contractors, many items on the toll collection system were not working satisfactorily. However, I believe you have been fairly well satisfied with the operation.

Please advise us as to your ideas on this time extension and if you believe it is in order, may we have your concurrence in the time extension to January 16 without penalty to the contractor so that a recommendation may be made to our Highway Commission.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. W. C. Williams
Mr. Ivan D. Merchant

A

RECEIVED
JUL 15 1959
FOR FILING
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5468

FORM E-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 15, 1959

Taller & Cooper, Inc.,
75 Front Street
Brooklyn 1
New York

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5468, awarded May 4, 1959,
for the toll collection system on the
Interstate Bridge, Pacific Highway,
in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

A

RECEIVED
JUL 15 1959
FOR FILING
7971-536
5468

FORM E-1.3

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 15, 1959

Taller & Cooper, Inc.,
75 Front Street
Brooklyn 1
New York

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5468, awarded May 4, 1959,
for the toll collection system on the
Interstate Bridge, Pacific Highway,
in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
JUN

797-22

FORM E-123-X 25M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 4, 1959

Mr. R. W. Nelson
General Manager
Traffic Safety Supply Company
2636 N. E. Sandy Blvd.
Portland 12, Oregon

Dear Mr. Nelson:

In your letter of May 27, 1959, which was directed to Mr. George of the Traffic Engineering Division, you requested certain information regarding periodicals mentioned in the contract for the Interstate Bridge Toll Collection Facilities, Job No. 8687-A. The following is a list of periodicals mentioned in this contract, and the addresses from which they may be obtained.

1. "Standard Specifications for Highway Bridges"
   American Association of State Highway Officials
   917 National Press Building
   Washington 4, D. C.

2. "Specifications for Welded Highways and Highway Bridges"
   American Welding Society
   33 West 39th Street
   New York 18, New York

3. "American Association of State Highway Officials Manual for Signing and Pavement Marking"
   American Association of State Highway Officials
   917 National Press Building
   Washington 4, D. C.

You have also requested information on the standard barricade D-500. This barricade is shown in the "Oregon Manual on Uniform Traffic Control Devices for Streets and Highways", Technical Bulletin No. 24. The barricade mentioned in this letter is shown on page 257 in the above mentioned Technical Bulletin. This is the only drawing available. There are some general specifications regarding sign construction listed in part one on page nine under Materials. The barricade you have mentioned as D-500 does

NOTED
G. S. PAXS

not have any brace section made out of iron as stated in your letter. Regardless of which barricade you have in mind, no further information is available other than that which is given in Technical Bulletin No. 24.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

Original Signed by
J. AL HEAD

J. Al Head
Assistant Traffic Engineer

LEG:jj
bc: G. S. Paxson

RECEIVED
JUN - 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
UU MAY 22 1959

FOR FILING
-------Glenn L. Jackson
---- Medford

1971-556
5468

5/4/59 A
4C

May 5, 1959

Tailer & Cooper, Inc.
75 Front Street
Brooklyn 1, New York

Gentlemen:

The State Highway Commission on May 4, 1959 awarded to you State Highway Contract No. 5468 for the Portland-Vancouver, Washington, Interstate Bridges Toll Collection System, Multnomah County, Oregon, and Clark County, Washington.

This award was based on your bid of $301,630 under Alternate "B" which was the low bid submitted to the Commission on April 21, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc.
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland
Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 5, 1959

Taller & Cooper Inc.
75 Front Street
Brooklyn 1, New York

Contract for Portland-Vancouver, Washington, Interstate Bridges Toll Collection System for which you submitted low bid on April 21, 1959 awarded you May 4, 1959. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Lee Gatlin
Files

AGENDA
MAY 4 1959
4C

OREGON STATE HIGHWAY COMMISSION

PORTLAND-VANCOUVER, WN. INTERSTATE BRIDGES

TOLL COLLECTION SYSTEM

TABULATION OF BIDS RECEIVED APRIL 21, 1959

All bids referred to State Highway Commission for their action at May 4, 1959 meeting.

Name of Company	Alternate "A" (Eqpt. Rental)		Alternate "B" (Eqpt. Purchase)	
Taller&Cooper, Inc.	Basic Bid	$511,980	Basic Bid	$316,600
Brooklyn, N. Y.	Cr. for remote		Cr. for remote	
	punch system	- 24,000	punch system	- 15,000
	Total bid, adj.	$487,980	Total bid, adj.	$301,600
The Electronic Signal Co.	Basic Bid	$450,400	Basic Bid	$375,000
Jamaica, N. Y.	Cr. for remote		Cr. for remote	
	punch system	- 24,223	punch system	- 24,223
	Total bid, adj.	$426,177	Total bid, adj.	$350,777
Grant Money-Meters Co.	Basic Bid	$376,990	NO BID	
Providence, R. I.	Cr. for remote			
	punch system	- 17,000		
	Total bid, adj.	$359,990		

AWARDED TO TALLER&COOPER, INC., UNDER ALTERNATE "B" AT $301,600.00, ON MAY 4, 1959.

5+C

A

RECEIVED
APR 15 1959
FOR FILING

79 M

4/59

April 14, 1959

Mr. Herman Edwards
The Oregonian
1320 S. W. Broadway
Portland, Oregon

Dear Mr. Edwards:

Mr. Huntley has discussed with me your request for information on the new toll facilities at the Interstate Bridges. Work on the east span of the Interstate Bridges is progressing on schedule. At this rate, both bridges should be in operation by December 31, 1959. The toll plaza, which will be located on the south or Oregon end of the bridges, will be in operation at that time.

Traffic over the bridges will be routed so that three lanes of northbound traffic will use the east bridge and three lanes will use the west bridge.

There will be seven tollgates for each bridge approach. Four gates on each approach will be fully automatic and will handle ordinary motor traffic such as passenger cars and motorcycles The other three gates on each approach will be manned by personnel employed by the Washington State Toll Authority. Buses, trucks, and cars with trailers will use these gates.

An administration building will be constructed on the west side of the plaza to house the personnel, vault, and money-counting facilities.

The rates charged at the gates will be set by the Washington Toll Bridge Authority. Mr. Darrel Hedges, Secretary for the Toll Authority in Olympia, Washington, has outlined the proposed rates, which are subject to revision before final adoption, as follows:

SCHEDULE OF TOLL RATES FOR INTERSTATE BRIDGE

Vehicle Class	Single Trip Rate	Commuter Rate
Passenger Cars	$0.20	$0.15
Passenger Cars with Trailer	0.40	-
Light Trucks (under 6,000 lbs. gross)	0.20	0.15
Other Single-Unit Trucks	0.40	0.30
Truck Combinations (truck-trailer; tractor-semitrailer)	0.60	0.45
Buses	0.60	0.45
Motorcycles (with or without sidecar)	0.20	0.15

The toll system has been designed with simplicity and ease of operation as keynotes. Each lane will be equipped with an automatic toll collector, alarm, lane light, barrier gate, axle treadle, traffic signal and an intercommunication microphone speaker. The automatic collectors will accept and record tokens in the value of $0.15 and coins in the value of $0.01, $0.05, $0.10, $0.25, and $0.50.

The gates in use will be indicated by open barriers. Selecting an open gate, a motorist will stop at an automatic toll collector and deposit the correct toll (either in coins or tokens) into a coin hopper. The counter will compare the amount with the required toll and if the toll is sufficient the traffic light at the head of the gate will change from red to green. The passage of the vehicle through the gate depresses the treadle which switches the traffic light from green to red. The automatic collector will accept change or tokens in excess of the correct amount but will not make change.

In the event that bent coins, which will not pass through the counters, or less than the correct amounts are deposited, the gate light will remain red. If the motorist passes through the gate while the light is red, a light mounted on top of the traffic signal flashes and an alarm signal rings. The gates handling motor trucks and other commercial vehicles will be equipped with receipt printers and charge-plate transmitters.

The Highway Commission will open bids for the toll equipment installation on Tuesday, April 21, 1959.

Enclosed are a set of plans for the plaza and a specification book. Operation of the plaza and gates is set forth in detail beginning on page 12.

If we can be of further assistance, please let us know.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

Enclosure

cc Mr. Gene Huntley

RECEIVED
AUG 25 1958
FOR FILING

1271

4523

Salem, Oregon
August 20, 1958

Toll facilities
Interstate Bridge

Mr. Ivan D. Merchant

The following is a summary of my notes made at our inspection of the Maple Street Bridge in Spokane on August 8.

__Contracting Dates__

A contract for the mechanical equipment, including booths, cash-receiving and recording devices, and traffic-tallying devices, should be let soon after January 1, 1959, to give time for the manufacture of the equipment. This contract should require that the contractor supply us with all dimensions, arrangements and space needs necessary to design the canopy, conduits and office building. The contract for the canopy, office and other features should be timed to allow completion just before the old bridge is reopened to traffic. This contract should restrict interference with traffic to a minimum.

__Lane Arrangement__

Looking north, traffic lanes are numbered from 1 to 14, starting at the left or west side. There are to be seven lanes for each direction of travel. The outside lanes, 1 and 14, are to be fully manned at all times. They will have the same automatic collection equipment as other lanes but in addition will have facilities for indicating the number of axles on the vehicle and collecting the proper toll. Two-axle vehicles will proceed on automatic but three-or-more-axle vehicles will pay the appropriate toll after consulting the toll taker. These lanes will have facilities for accepting charge accounts. The canopy will extend only to the outside of the booth so that overheight vehicles can use lanes 1 and 14.

Lanes 2 and 13 will have the same equipment as lanes 1 and 14 but will be manned only when the volume of truck traffic exceeds the capacity of lanes 1 and 14. When not manned, these lanes will be closed by the gates. Lanes 1, 2, 13 and 14 will be equipped to make change.

Lanes 3, 4, 5, 6, 9, 10, 11 and 12 will be automatic without attendants and will not require booths. The equipment will consist of toll-taking machine, axle treadle, stop-and-go light, closing gate and alarm bell.

Lanes 7 and 8 will be served from a double booth and will be fully manned at all times. They will have the same equipment as lanes 1, 2, 13 and 14 except that no charge-account facilities need be provided.

Toll Setup

The basic toll will be 10 cents per axle, which means a 20-cent toll for passenger cars and two-axle trucks of any size. Additional axles pay a toll of 10 cents each. Vehicles or axles will not be weighed. A discount of 25 percent will be allowed commuter traffic by the issuance of tokens which will be sold at a price of 15 cents each in minimum lots of 20 or more. Trucks will get a discount through the charge-account system. The discount will vary with the number of trips per month, from 5 percent to 25 percent. The maximum discount of 25 percent is equal to the discount given two-axle vehicles through the sale of tokens.

Booths

All booths are to be on the left of traffic in the lane served so that the driver can pay toll without reaching across the vehicle. The position and dimensions of the double, central booth used on Maple Street in Spokane are shown on the plans attached to the Maple Street specifications. This booth seems adequate. Booths for lanes 1, 2, 13 and 14 are single booths and can be shorter. All booths are to be provided with electric heat. Booths will use "Dutch" doors so that the lower section may be kept closed. Other features are the same as Maple Street.

Canopy

The canopy is to provide 16 feet of vertical clearance above the roadway surface. Lanes 1 and 14 are not to be covered. It is estimated that the structures will become toll-free in less than 10 years. This should be kept in mind in selecting material for the canopy. If frame construction is more economical, it can be used. We should use at least 5 feet of overhang of the roof to give all the protection we can to the operators. Even if frame construction is used, pipe column supports are desirable.

Intercom System

An intercom system is to be provided connecting the head operators desk in the office with each lane. The equipment should be arranged so that the head operator can listen in and talk to the operator on any lane by operating switches on his desk. The attendant on any lane should talk to the head operator by signaling him with a push button requesting connection to that lane. Lane speakers and mikes should be mounted in the housing of the toll-taking mechanism in unmanned lanes and in the booths of manned lanes.

Axle Counters

The axles are to be counted by treadles set in the pavement and extended across the lane. These should be centered 25 feet ahead of the center of the toll-taking mechanism. See specifications for Maple Street Bridge, page 17.

Traffic Lights

The specifications for traffic lights on the Maple Street job, page 19, is adequate. The lights should be placed 5 feet ahead of the treadle, making it 30 feet from the toll-taking mechanism.

Lane Lights

The lane lights should be as per specification page 19 of the Maple Street job except lights to be controlled by a switch on the canopy post. The switch should be three position - "Red", "Green", and "Off".

Toll Collection Equipment

General

As per Maple Street job with the following exceptions:

1. Fully automatic in lanes 3 to 6 and 9 to 12, inclusive. Semiautomatic in lanes 1, 2, 7, 8, 13 and 14.
2. Heaters to protect to -5° F.
3. Fully automatic equipment to register pennies, nickels, dimes, quarters and half dollars and set to process only two-axle vehicles at a toll of 20 cents.

Coin Counting Unit

The timing of counting should be stated as follows:

> "The unit shall count any combination of coins totaling 20 cents and shall cause the traffic light to change from red to green within not to exceed two seconds from the time the coins enter the hopper."

The equipment shall also accept tokens which shall pass the two-axle vehicles and shall record on the remote register as a 15-cent collection and shall also record that a token has been accepted and shall keep count of the total number of tokens accepted in each cash box. We will need 40 cash boxes.

Semiautomatic Collection Equipment

As given for Maple Street Bridge with lane number and fare schedule changes and the addition of the following paragraph:

(Get from IBM)

Patron's Fare Indicator

Same as Maple Street job except that the glass panels should read: 20¢, 30¢, 40¢, 50¢, and 60¢.

Button Box

Same as Maple Street job.

Remote Register

Same as Maple Street job except:

1. Lane identification number 99 on both automatic and semiautomatic.

2. Vehicle classification total counts for three-axle vehicles to 9999. Direction of traffic flow not needed. Alarm axles to 999.

3. The semiautomatic lane registers to handle charge accounts and punch IBM cards.

Master Synchronizing Time Unit

Same as Maple Street job.

Power Supply Units

Same as Maple Street job.

Record Paper and Printing Ribbons

Contractor to supply 30 spare rolls for tape registers.

Electric Conduit Boxes, Cable, et cetera

Same as Maple Street job.

Connections

Same as Maple Street job.

Keys

Same as Maple Street except

Collection equipment	40 keys
Toll booths	15 keys

Flashing Arrows

Same as Maple Street job.

There are other miscellaneous specifications in the Maple Street contract that are all right for our job. I am attaching a copy of the Maple Street contract and also for the bridges at Bremerton, Washington. We will take alternate bids on purchase or rental.

G. S. Paxson

GSP:gm
Attachments

cc Mr. W. C. Williams

24-3460 St. Hwy. Bldg. Conference 1959
Room at Salem (re air
#5469 conditioning system)

RECEIVED

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

21
December 18, 1959

24-2460
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5469 5477
(VOUCHER NO.)

5 Final
(WARRANT NO.)

Tom Control Corporation
(AMOUNT) (DATE)

30658

128276

$ 3,874.13

12-18-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapiewska
ACCOUNTING DIVISION

Specified completion date: 85 workdays from May 18, 1959

Time Extensions: None of record

Completion Date: September 18, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: December 21, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

NOTED ON CARD
dc

Warrant Mailed:

DEC 22 1959

RECEIVED
[illegible] 1959
FOR FILING

[illegible]

5469

A

December 3, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5469 for air conditioning the Conference Room in the State Highway Building, Salem, Marion County, was completed by the contractor, Temp-Control Corporation, on September 18, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $3,874.13 will be released to the contractor on or after December 14, 1959. The total contract amount is $16,885.60, of which amount $96.60 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

A

RECEIVED
JUN 19 1959
FOR FILING

24-34

5469

June 18, 1959

Temp-Control Corporation
2905 N. Mississippi Avenue
Portland 17, Oregon

Gentlemen:

Since our conference yesterday, we have further looked into the specifications for the water-chiller unit to be installed in the State Highway Building under your Contract No. 5469.

We feel that the requirements which we have set forth in our specifications are those which are to the best interests of the State and, while we regret any inconvenience to you, we must proceed on that basis.

At our conference the statement was made that we had eliminated competition by our specifications. On further investigation we find that there is a unit other than the Trane unit which is available and which meets with our requirements. This is the Bell and Gossett unit, and there is a local distributor in Portland. Also at our conference the statement was made that Chrysler produced a unit that meets these specifications, and I presume this is true although I have not particularly investigated their product.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

FORM E-123

RECEIVED
MAY 29 1959
FOR FILING

24-3460

5469

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 27, 1959

Temp-Control Corporation
2905 North Mississippi Avenue
Portland 17, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5469, awarded May 8, 1959,
for air conditioning the Conference
Room in the State Highway Building
in Salem, Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAY 20 1959
FOR FILING

24-341
5469

May 8, 1959

Temp-Control Corporation
2905 North Mississippi Avenue
Portland 17, Oregon

Gentlemen:

The State Highway Commission on May 8, 1959 awarded to you State Highway Contract No. 5469 for the furnishing and installing of the air conditioning system in the State Highway Building Conference Room at Salem, Marion County.

This award was based on your bid of $16,789.00 which was the low bid submitted to the Commission on May 5, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

Confirmation

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 8, 1959

Temp-Control Corporation
2905 North Mississippi Avenue
Portland, Oregon

Contract for furnishing and installing air conditioning system in State Highway Building Conference Room at Salem for which you submitted low bid on May 5, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files ✓
Lee Gatlin

RECEIVED
AUG 12 1958
FOR FILING

24-3410

5469

Salem, Oregon
August 11, 1958

Air conditioning of rooms
in State Highway Building

Mr. Ivan D. Merchant

Please go ahead with air conditioning of the present Conference Room on the fourth floor and also as a part of the same project, the offices on the south side of the south wing on the fifth floor. The plans should be prepared and specifications written so that the installation can be put up for bids.

G. S. Paxson

GSP:gm

cc Mr. W. C. Williams

I-5-1(4)31 Seven Oaks-Table Rock 1959
Rd. Sec. of Pacific Hwy.
#5470 (Grading)

RECEIVED
JUL 17 1961

FOR FILING
I-5-1(4)31

5470

July 14, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the grading work remaining to be done between Stations "L" 490 and 492 on Project No. I-5-1(4)31, Contract No. 5470, Seven Oaks-Table Rock Road Section of the Pacific Highway was completed under Project No. I-5-1(23)28. This grading section was left in order to allow Mr. Bohnert to irrigate while building his irrigation facility.

The above notification has been requested by your office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

RECEIVED
APR - 1 1960
FOR FILING

NOTED
W. C. WILLIAMS

March 24, 1960

FINAL COST ANALYSIS

Grading
Contractor: Peter Kiewit & Son's
Resident Engineer: Jack McCormick

Seven Oaks-Table Rock Road
Contract No. 5470

Pacific Highway
Prefix 515-1067-201(41)

5470

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	19,500.00	8,047.85	8,047.85	19,500.00
Drainage Excav., Unclass.	10,493.41	Cu. Yd.	1.90	1.33	13,998.56	19,937.48
Embankment in Place	631,950.3	Cu. Yd.	0.38	0.37	235,399.83	240,141.11
Furnish & Place Top Soil	28,951.7	Cu. Yd.	1.15	0.72	20,853.98	33,294.46
Finish R.B. & Slopes	100%	All	5,000.00	11,657.78	11,657.78	5,000.00
Rounding Cutbanks	3,270	Lin. Ft.	0.30	0.39	961.64	981.00
24" Corr. Metal Pipe	232	Lin. Ft.	6.70	5.20	1,208.00	1,554.40
48" Corr. Metal Pipe	110	Lin. Ft.	16.00	14.78	1,615.23	1,760.00
54" Corr. Metal Pipe	56	Lin. Ft.	21.00	20.65	1,156.63	1,176.00
72" Corr. Metal Pipe	825	Lin. Ft.	34.25	31.89	26,315.07	28,256.25
84" Corr. Metal Pipe	227	Lin. Ft.	45.50	41.48	9,415.55	10,328.50
15" Concrete Pipe	3,321	Lin. Ft.	3.00	2.62	8,715.26	9,963.00
18" Concrete Pipe	999	Lin. Ft.	3.95	3.24	3,240.25	3,946.05
24" Concrete Pipe	597	Lin. Ft.	5.10	4.26	2,542.97	3,044.70
36" Concrete Pipe	699	Lin. Ft.	8.40	7.86	5,493.19	5,871.60
24" Sewer Pipe	291	Lin. Ft.	4.60	5.17	1,500.00	1,338.60
36" Reinforced Sewer Pipe	297	Lin. Ft.	8.80	11.05	3,281.94	2,613.60
8" Perf. Metal Dr. Pipe, Unctd.	1,000	Lin. Ft.	1.85	1.44	1,438.62	1,850.00
Special backfill in Drains	240.37	Cu. Yd.	6.00	3.69	888.78	1,442.22
Salvage Culvert Pipe	140	Lin. Ft.	5.00	1.16	163.04	700.00
15" Culvert End Sec.	60	Each	31.00	23.38	1,402.75	1,860.00
18" Culvert End Sec.	11	Each	37.00	28.76	316.36	407.00

FINAL COST ANALYSIS - Contract No. 5470
Seven Oaks-Table Rock Road

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
24" Culvert End Sec.	3	Each	55.00	45.97	137.93	165.00
36" Culvert End Sec.	3	Each	120.00	110.52	331.55	360.00
Concrete Manholes	4	Each	180.00	215.88	863.60	720.00
Class "A" Concrete	2,139.3	Cu. Yd.	49.00	35.84	76,692.11	104,825.70
*Metal Reinforcement	369,998	Lbs.	0.13	0.107	39,554.47	48,099.74
**Type 1 Fence	22.85	Rod	5.20	4.95	113.10	118.82
**Type 2 Fence	3,225.29	Rod	5.20	4.95	15,965.18	16,771.29
***Coarse Cr. Mat'l in Base	19,464.91	Ton	2.65	2.50	48,605.99	51,582.01
***3/4"-0 Mat'l in Base	3,519.37	Ton	2.65	2.50	8,798.43	9,326.33
***Sprinkling	2,343.6	M-Gal.	2.65	2.63	6,165.52	6,210.54
***Preparation of Base	100%	All	650.00	600.00	600.00	650.00
***3/4"-0 Mat'l in Binder Crse.	355	Cu. Yd.	4.50	4.25	1,508.75	1,597.50
***Furnish & Place Aggregate	1,373	Cu. Yd.	4.50	4.25	5,835.25	6,178.50
***RC-3 Asphalt	52.62	Ton	52.50	50.00	2,631.00	2,762.55
***120-150 Asphalt	101.08	Ton	52.50	50.00	5,054.00	5,306.70
***RS-1 Asphalt	27.92	Ton	52.50	50.00	1,396.00	1,465.80
PA#1 Furn. & Pl. Pitrun Gravel	2,258	Cu. Yd.	2.00	1.57	3,551.74	4,516.00
PA#2 Drainage Excav., Unclass.	181.75	Cu. Yd.	1.90	1.33	242.46	345.33
PA#2 8" Perf. Metal DR. Pi. Unctd.	1,224	Lin. Ft.	1.85	1.39	1,700.42	2,264.40
PA#2 Special Backfill in Drains	128.44	Cu. Yd.	6.00	3.69	474.92	770.64
**PA#3 Furn. & Inst. Temp. Gates	2	Each	60.00	40.00	80.00	120.00
PA#4 24" Conc. Siphon Pipe	306	Lin. Ft.	6.35	4.69	1,435.57	1,943.10
PA#5 Loose Riprap	6,993.5	Cu. Yd.	2.40	2.21	15,436.49	16,784.40
PA#6 Cement Adj. favor State	3,073.63	BBL.	0.20			-614.73

FINAL COST ANALYSIS - Contract No. 5470
Seven Oaks-Table Rock Road

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
PA#7 Purchase 8" Perf. Metal Drain Pipe	200	Lin. Ft.	1.02	1.02	204.00	204.00
PA#7 Purchase Excess 8" Perf. Metal Dr. Pipe Bands	18	Each	1.23	1.23	22.14	22.14
PA#8 Metal Reinforcement	17,340	Lb.	0.086	0.086	1,491.24	1,491.24
**PA#9 Fencing Material	1	All	13.63	13.63	13.63	13.63
**PA#9 Line Posts	55	Each	0.80	0.80	44.00	44.00
PA#9 Brace Posts	5	Each	2.30	2.30	11.50	11.50
Force Account					7,487.80	7,847.41
					$606,061.07	$686,869.73

Gross Revenue	$ 686,869.73
Total Cost	606,061.07
Net Profit	$ 80,808.66

The Net Profit equals 11.9% of Gross Revenue

* Work done all or in part by B & B Steel Co.
** Work done all or in part by R & M Construction Co.
*** Work done all or in part by M.C. Lininger Co.

DETAIL OF COST - Contract No. 5470

Labor:				
Labor			$ 152,068.21	
Labor Insurance			10,942.35	
Health and Welfare			4,196.80	
Pension			86.38	$ 167,293.74
Materials:				
24" C.M.P.	232 Lin.Ft.	@ $4.24	983.68	
24" C.M.Bands	16 Each	@ $4.24	67.84	
48" C.M.P.	110 Lin.Ft.	@ $11.75	1,292.50	
48" C.M. Bands	9 Each	@ $11.75	105.75	
54" CM.P.	56 Lin.Ft.	@ $14.02	785.12	
54" C.M.Bands	3 Each	@ $28.04	84.12	
72" C.M.P.	825 Lin.Ft.	@ $23.09	19,049.25	
72" C.M.Bands	61 Each	@ $45.94	2,802.34	
84" C.M.P.	227 Lin.Ft.	@ $32.77	7,438.79	
84" C.M.Bands	16 Each	@ $54.17	866.72	
15" Concrete Pipe	3,321 Lin.Ft.	@ $1.72	5,844.96	
18" Concrete Pipe	999 Lin.Ft.	@ $2.04	2,037.96	
24" Concrete Pipe	597 Lin.Ft.	@ $2.65	1,582.05	
36" Concrete Pipe	699 Lin.Ft.	@ $5.68	3,970.32	
24" Sewer Pipe	291 Lin.Ft.	@ $2.06	599.46	
Sacked Mortar	191 Sacks	@ $1.50	286.50	
36" Reinf.Sewer Pipe	297 Lin.Ft.	@ $ 5.68	1,686.96	
8" Perf.Metal Dr.Pipe, Unctd.	2,454 Lin.Ft.	@ $1.02	2,503.08	
8" Perf.Metal Bands	176 Each	@ $1.02	216.48	
Special Backfill in Drains	368.81 Cu.Yd.	@ $2.40	885.14	
15" Culv. End Sec.	60 Each	@ $19.89	1,192.20	
18" Culv. End Sec.	11 Each	@ $24.21	266.31	
24" Culv. End Sec.	3 Each	@ $38.80	116.48	
36" Culv. End Sec.	3 Each	@ $97.17	291.51	
Concrete Manholes	4 Each	@ $79.00	316.00	
Class "A" Concrete	2,139.3 Cu.Yd.	@ $16.35	34,977.55	
Metal Reinforcement	387,338 Lbs.	@ $0.086	33,311.07	
Lumber and Nails			8,336.00	
Coarse Cr. Mat'l	1,400 Cu.Yd.	@ $2.20	3,080.00	
24" Conc.Siphon Pipe	306 Lin.Ft.	@ $3.35	1,025.10	
Pit Run Gravel	2,258 Cu.Yd.	@ $1.32	2,980.56	
Barb Wire	2.62 Rolls	@ $6.95	18.21	
Line Posts	46 Each	@ $0.80	36.80	
Brace Posts	37 Each	@ $2.30	85.10	
Braces	12 Each	@ $1.55	18.60	
Twisting Sticks	12 Each	@ $0.04	0.48	
Gates	6 Each	@ $47.61	285.66	
Brace Wire	70 Lbs	@ $0.137	9.59	

DETAIL OF COST - Contract No. 5470

Materials Cont'd:			
Road Signs		1,283.87	
Lumber		109.60	
Redi-mix Concrete		72.00	
Barricades		706.29	
Allowance for materials used in box culvert		272.36	141,880.36
Equipment Rental and Miscellaneous Expenses:			
Equipment Rental, Owned		116,349.06	
Equipment Rental, Hired		2,147.00	
Gas, Oil and Grease		15,951.00	
Bond		3,831.00	
Move in Freight		8,135.00	
P.L. and P.D. Insurance		1,900.85	
Powder and Caps		250.00	
Small Tools		7,307.00	
Land purchased for borrow areas		39,530.00	
Royalty on Tiprap Material		697.00	
Shrubs		2,774.00	
Home Office and General Overhead		17,747.66	217,404.57
Paid Subcontractors:			
B & B Steel Co.		6,937.46	
R & M Construction Co.		16,227.41	
MC. Lininger & Sons		72,129.53	95,294.40
	Sub Total		$ 621,873.07
Contractor's estimated resale value of Borrow Areas Purchased			-15,812.00
	TOTAL COST		$ 606,061.07

Remarks - Contract No. 5470

This was a "Federal Aid Interstate Project" located on the Pacific Highway in Jackson County. The northerly end of the project was approximately 0.25 mile south of the existing bridge over the Southern Pacific Railroad tracks which are about three miles north of Central Point. The southerly end of the project was at the junction of the new highway and Table Roack Road just north of Medford. The overall length of the project was 4.50 miles.

The work to be done under this contract consisted of the construction of 4.50 miles of main highway roadbed, including detours, channel changes, frontage roads and connections; the construction of stone base and shoulders on detours and frontage roads; the construction of Type 0-11 oil mat wearing surface on detours and frontage roads; the construction of approximately 3,390 rods of right-of-way fence; the construction of reinforced concrete box culverts and flumes, involving approximately 2,350 cubic yards of concrete; and the performance of such additional and incidental work as called for in the plans and specifications.

The project was bid by Peter Kiewit Sons' Company on April 14, 1959 and was awarded to them on May 14, 1959. The contractor began work on the project on May 8, 1959 and completed the job December 11, 1959. The final estimate was dated February 1, 1960.

On May 8, 1959 the contractor began excavating for the box culverts and channel change at Dean Creek. In this work he used a 3/4-cubic yard backhoe, a D-8 cat and 80 scraper, and a D-8 cat and bulldozer. The work on the excavations for the box culverts and the construction of the box culverts was the principal work done on the project until May 22, 1959 at which time he began clearing and the subcontractor on fencing began installing fence.

On June 1, 1959 the contractor began the grading operation consisting of embankment in place. The material for the embankment was hauled from the borrow locations, one located opposite station 570+00 and the other opposite station 460+00 which he had purchased. In this work he used a Sierria Loader pulled with a D-9 cat and a variable number, five to ten, Euclid 16-cubic yard and dump trucks, three DW-21 scrapers, five D-8 cats with bulldozers, a #12 caterpillar grader and a #14 caterpillar grader and a 4500 gallon Euclid water truck. This work progressed rapidly and was completed on October 1, 1959.

On August 3, 1959 the subcontractor, M.C. Lininger and Sons, on base material began hauling base aggregates to the frontage road ("F" line) from his commercial plant in Medford. In this work he used five 10-cubic yard trucks, a #12 power grader, a 3-leg roller (10 ton) and a 1500 gallon water wagon. He

Remarks Cont'd - Contract No. 5470

completed the placing of the aggregate on this road on August 23, 1959 and placed the binder course on that date.

On September 4, 1959 he began hauling base aggregates to the frontage road ("R" line) and to the Upton Road detour. This work was completed on September 24, 1959 and the binder course was placed the following week.

On September 14, 1959 the subcontractor, M.C. Lininger and Sons, began placing the Type 0-11 wearing surface on the frontage roads and detours. This work was completed on October 8, 1959.

The fencing subcontractor, R & M Construction Company, having worked on the fencing intermittently during the progress of the project, completed his work on November 16, 1959.

On November 29, 1959 the contractor began the screen planting of shrubs and trees on the borrow areas. This work was completed on December 9, 1959.

This completed the work on the project except for a little cleanup which was done the next day.

Although the contractor had a low bid price on the item 'embankment in place' he was able to make a good profit by having excellent supervision, good equipment and plan of operation.

M.N. Juve
Chief Cost Analyst

By

F.W. Sugnet

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FEB 23 1960
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[illegible]
5470

February 19, 1960

The Aetna Casualty & Surety Co.,
Portland Service Department
Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5470 for grading the Seven Oaks-Table Rock Road Section of Pacific Highway in Jackson County was completed by the contractor, Peter Kiewit Sons' Company on November 16, 1959, and was formally accepted by the Highway Commission on January 28, 1960.

Final payment in the amount of $20,684.49 will be released to the contractor on or after February 29, 1960. The total contract amount is $686,869.73, of which amount $7,847.41 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: The Aetna Casualty & Surety Co.,
James K. Wellman, Agent
Yeon Bldg.,
Portland 4, Oregon

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December 24, 1959

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Peter Kiewit Sons' Company a portion of the funds heretofore retained by the Commission on contract #5470 for grading the Seven Oaks-Table Rock Road Section of Pacific Highway in Jackson County.

This payment, in the amount of $20,676.59 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $20,603.67. The present payment will be released on or after January 4, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: The Aetna Casualty & Surety Co.,
James K. Wellman
Yeon Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

A

5470

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 11 Dec 59, 19

Section Seven Oaks - Table Rock Rd

Kind of work grading

Highway Pacific County Jackson

Section prefix 615-1067

Contractor Peter Kiewit Sons

Contract number 5470

Date of contract 14 May 59, 19

Specified work days 120 (90 on frontage rds R & F)

Date work started 9 May 59, 19

Work days used 119

Project authorization $ 823,296.38

Exclusive of engineering $ 764,750.38

Per cent of time elapsed 99.2 %

Estimated cost of completed project, exclusive of engineering $ 635,114.99

Estimated per cent overrun or underrun underrun 9.1 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 58,545.52

Engineering cost to date $ 40,000, 68.3 %

Date project was completed 10 Dec 59, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	0

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor planting trees and shrubs on screen planting strip for Day borrow area on Monday and Tuesday. Completed planting Wednesday morning.

Project Completed.

Permanent references left to set on project.

Semi-final will be completed and submitted by Tuesday of next week.

FINAL REPORT

NOTED

NOTED

CONSTRUCTION DIVISION
RECEIVED
DEC 14 1959
NOTED-- CE ACE ACE COE

Signed Frank L. McCormick

Address Medford res engr

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.5	1.96		1.96	
Miles partially completed	4.5	1.96		1.96	
Miles completed	4.5	1.96		1.96	
Total estimated quantities (contract)	751,000	22,950		186 ton 1690 cy	
Total quantities corrected to date	660,900	22,984		181.6 ton 1728 cy	
Estimated quantities moved or placed to date	660,900	22,984		181.6 ton 1728 cy	
Average daily quantities	0	0		0	
Average daily quantities necessary to complete project on time	0	0		0	
Number shifts per day	0	0		0	
Hours per shift	0	0		0	
Average force on project for week	0	0		0	

Men	
Supervision	Screen planting crew: 2 men 1½ ton trk
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	clear		
Monday	clear		
Tuesday	clear		
Wednesday	overcast		
Thursday	overcast		
Friday	fair		
Saturday			

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NOV 23 1959
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I-5-1(4)31

5470

November 20, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 16, 1959, on Contract No. 5470, Seven Oaks-Table Rock Road Section, in Jackson County, in connection with Federal Aid Project No. 1-5-1(4)31.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

[redacted]

cc: Clarence G. Swenson

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WASHINGTON
NOV 10 1959
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547

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.4-DB

408 State Highway Building
Salem, Oregon

November 9, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of November 5 concerning final acceptance of Federal-aid Project I-5-1(4)31, Seven Oaks-Table Rock.

Refering to paragraph #7 of your letter, our objection to final acceptance of the project before all work provided in the PS & E is completed is based on your assurance that the ROW was clear or that right of entry has been obtained at the time of concurrence in award of the contract. In approving a PS & E it is assumed that the State has made an adequate study and investigation of conditions and is satisfied that construction can proceed as planned. The probability of cutting off irrigation, at least temporarily, should have been evident when the PS & E was submitted and we must presume that provisions had been made for this contingency either by providing a temporary installation or arranging for the contractor to accomplish the work after the water could be shut off. It seems to us that the State would be in a rather dubious position if it followed a policy that planned work could not proceed because of the fear of future damages resulting from condemnation proceedings.

During our inspection of September 22 it was noted that the contractor had earth moving equipment on the project. It would appear that a short interruption in irrigation of row crops at that late date would not be serious and that possibly the work could have been done by the contractor.

Incidentally we might mention that in our earlier discussions the point was brought up that the property owner might be upheld by the courts in his request for a much more expensive irrigation system. Perhaps this was a contributing factor in not completing the work while the contractor had equipment available.

If we were to accept this project as you suggest, it would be necessary to submit a revised PS & E omitting the section in question from the project since final acceptance requires our certification that all work has been completed in accordance with approved plans and specifications. According to your letter, the only justification for the revision would have

NOTED

to be because of a right of way problem. Under the circumstances we can see no justification for approving a revised PS & E. To do so would probably invite criticism to both you and ourselves.

Regarding paragraph #8 of your letter, these possibilities were discussed with Mr. Klaboe of your department. We stated that it would be satisfactory to include the remaining work in the surfacing contract but that final acceptance of the grading contract would be withheld until award of the surfacing contract. We also stated that participation in the cost would be limited to contract unit prices if performed under the present contract since it was a bid item. In a previous discussion with Mr. Klaboe we had indicated that additional cost under a new contract might be subject to question, however, we do not recall this being brought up in the final discussion. No doubt it would be too small to be considered and furthermore, it would be on the basis of competitive bidding.

We regret that this problem has arisen and are hopeful that you can realize our position in the matter.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV -5 1959
FOR FILING
I-5-1(4)31
5470

November 5, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Project I-5-1(4)31
Seven Oaks-Table Rock Road
Pacific Highway

Dear Sir:

It has come to our attention that the Bureau of Public Roads is declining to final the above-captioned project, Seven Oaks-Table Rock Section of Interstate 5, in Jackson County. The facts leading to this controversy are as follows:

1. Right of way was acquired from John and Edyth Bonhert and Cliff E. and Ona Ralston through condemnation. Condemnation has been filed but the case has never been tried.

2. At Station 491+60 Bonhert had in existence a 10-inch irrigation pipe.

3. Bonhert irrigates some 56 acres of row crop farm land through this pipe. It has high productive value.

4. The State, through its Division Engineer, elected to leave in place approximately 2,800 cubic yards of excavation in order that this pipe not be disturbed during the irrigation season.

5. Upon surfacing of the project, it will be necessary to borrow material in a greater amount for construction of the "J" Line leg of the Seven Oaks Interchange.

6. It appears that the proper solution is to consider the above-captioned project complete and write in the specifications of the surfacing project that material for the "J" Line leg of the interchange shall be taken from the above-mentioned Station 491+60.

7. We are informed that the Bureau's objection to finaling this project is based on the State's filing of the P. S. & E. documents which assured that the right of way was free and clear.

8. We are informed that if this material is left in place the Bureau will participate only to the extent of $0.38 per yard, which was Kiewit's bid price, should the ensuing bid price be higher or that they will only participate to the extent of $0.38 per cubic yard if the material is removed at present under extra work orders.

Our assumption can only be in this case that the technical application of the rules and regulations being applied here by the Bureau of Public Roads is not in the public interest and is, in fact, a contravention of the moral principle under which we work that the public shall receive the most possible value for every road dollar expended. You must well realize that the Bureau of Public Roads is participating in the acquisition of right of way from Bonhert. The removal and disruption of Bonhert's irrigation system during the growing season could have resulted in crop damage or crop loss in an amount which could have reached a figure between $20,000 and $50,000. This would have been reflected in the award to the Bonherts when the case is finally tried. We must state further that we think the action of our Division Engineer and our Resident Engineer in leaving the 2,800 yards of material in the cut at the point where the irrigation pipe crosses was sound and the only proper thing to do. It is our best judgment that the material can be moved in an ensuing contract and usefully incorporated into the future work at a cost reasonably close to that under which it could have been removed in the present contract, and that this course of action will save the Bureau of Public Roads and the State many thousands of dollars.

In view of these facts, we must respectfully request that this project be accepted as final and the normal processes of reimbursement, including construction engineering expenses, be followed.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

TE:jw ae

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5470

October 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the breaking down foundation and filling a basement on the Seven Oaks-Table Rock Road Section of the Pacific Highway in Jackson County, Contract No. 5470, in connection with Federal Aid Project No. I-5-1(4)31.

The J. W. Dorsey house, File R-28448, was sold and removed by the purchaser. The basement is an "attractive nuisance" and potential danger. The location is partly within and partly outside of the right of way line and is therefore classed as extra work.

The work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Asst. State Highway Engineer

DBP:bb

Enc.

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OCT 12 1959
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I-5-1(4)31

5470

October 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the breaking down foundation and filling a basement on the Seven Oaks-Table Rock Road Section of the Pacific Highway in Jackson County, Contract No. 5470, in connection with Federal Aid Project No. I-5-1(4)31.

The J. W. Dorsey house, File R-28448, was sold and removed by the purchaser. The basement is an "attractive nuisance" and potential danger. The location is outside of the right of way line and is therefore classed as extra work.

The work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Asst. State Highway Engineer

DBP:jb
Enc.

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OCT 12 1959
FOR FILING

I-5-1(4)31

5470

October 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering backfilling a cattle pass under the existing highway on the Seven Oaks-Table Rock Road Section of the Pacific Highway in Jackson County, Contract No. 5470, in connection with Federal Aid Project No. I-5-1(4)31.

Under the right of way agreement the box culvert cattle pass at Station 428+25 is eliminated and the planned extension is now unnecessary. In order to stabilise the fills in the Median area and over the north end of the existing box it is necessary to place backfill in the box. It is also desireable to fill the south end of the box to prevent trespass.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Asst. State Highway Engineer

DBP:jb
Enc.

RECEIVED
OCT - 8 1959
FOR FILING

I5-1(4)31

5470

Contract No 5470

A

October 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate, revised to eliminate work by the Pacific Telephone and Telegraph Company which was retained in Program Status, for the Seven Oaks-Table Rock Road, Project No. I-5-1(4)31.

The Pacific Telephone and Telegraph Company has advised there will be no billing for telephone adjustments on the above project, therefore there is no work to be retained in program status and program item is satisfied.

This is not a request for modification of project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid
Project No. I-5-2(4)31

SEVEN OAKS-TABLE ROCK ROAD SECTION OF THE
PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate revised to eliminate work by the Pacific Telephone and Telegraph Co. which was shown as retained in program status. Not as a basis for modification of project agreement.)

Salem, Oregon, October 1, 1959

Type Code 0010
Roadway (Sta. 430+12.9 to Sta. 467+50)(Contract No. 4470)

Clearing and Grubbing	All Required		$ 19,500.00
Drainage Excavation, Unclassified	9,440 cu. yds.	$ 1.90	17,936.00
Embankment in Place	714,300 cu. yds.	0.38	271,434.00
Furnishing and Placing Topsoil	36,700 cu. yds.	1.15	42,205.00
Finishing Roadbed and Slopes	All Required		5,000.00
Rounding Cutbanks	830 lin. ft.	0.30	249.00
24-inch Corrugated Metal Pipe	280 lin. ft.	6.70	1,876.00
48-inch Corrugated Metal Pipe	80 lin. ft.	16.00	1,280.00
54-inch Corrugated Metal Pipe	60 lin. ft.	21.00	1,260.00
72-inch Corrugated Metal Pipe	860 lin. ft.	34.25	29,455.00
84-inch Corrugated Metal Pipe	230 lin. ft.	45.50	10,465.00
15-inch Concrete Pipe	2,940 lin. ft.	3.00	8,820.00
18-inch Concrete Pipe	1,080 lin. ft.	3.95	4,266.00
24-inch Concrete Pipe	530 lin. ft.	5.10	2,703.00
36-inch Concrete Pipe	640 lin. ft.	8.40	5,376.00
24-inch Sewer Pipe	320 lin. ft.	4.60	1,472.00
36-inch Reinforced Sewer Pipe	320 lin. ft.	8.80	2,816.00
8-inch Perforated Metal Drain Pipe	1,370 lin. ft.	1.85	2,534.50
Special Backfill in Drains	230 cu. yds.	6.00	1,380.00
Salvaging Culvert Pipe	110 lin. ft.	5.00	550.00
15-inch Culvert End Sections	60 only	31.00	1,860.00
18-inch Culvert End Sections	10 only	37.00	370.00
24-inch Culvert End Sections	4 only	55.00	220.00
36-inch Culvert End Sections	4 only	120.00	480.00
Concrete Manholes	4 only	180.00	720.00
Class "A" Concrete	800 cu. yds.	49.00	39,200.00
Metal Reinforcement	135,000 lbs.	0.13	17,550.00
Type 1 Fence	20 rods	4.20	104.00
Type 2 Fence	3,370 rods	5.20	17,524.00
Loose Riprap	6,300 cu. yds.	2.50	15,750.00
Coarse Crushed Material in Base	19,600 tons	2.65	51,940.00
3/4" - 0 Material in Base	3,350 tons	2.65	8,877.50
Sprinkling	1,180 M-gals.	2.65	3,127.00
Preparation of Base	All Required		650.00
3/4" - 0 Material in Binder Course	270 cu. yds.	4.50	1,215.00
Furnishing and Placing Aggregates	1,420 cu. yds.	4.50	6,390.00
RC-3 Asphalt	44 tons	52.50	2,310.00
120-150 Asphalt	110 tons	52.50	5,775.00
RS-1 Asphalt	32 tons	52.50	1,680.00
			$606,320.00

Seeding and Mulching	All Required		$ 5,275.00
Flagging (57½% of Contractor's Cost)	All Required		2,500.00
Project Limit Signing	All Required		2,000.00
Work by California Oregon Power Co.	All Required		4,600.00
	Subtotal		$620,695.00
	10% Engr. & Cont.		62,069.50
	Total		$682,764.50

Type Code X028
Box Culvert (Sta. 459+60 to Sta. 460+05.80)(Contract No. 5470)

Drainage Excavation, Unclassified	250 cu. yds.	$ 1.90	$ 475.00
Class "A" Concrete	1,070 cu. yds.	49.00	52,430.00
Metal Reinforcement	150,000 lbs.	0.13	19,500.00
			$ 72,405.00

Type Code X028
Box Culvert (Sta. 510+42 to Sta. 510+67.80)(Contract No. 5470)

Drainage Excavation, Unclassified	210 cu. yds.	$ 1.90	$ 399.00
Class "A" Concrete	480 cu. yds.	49.00	23,520.00
Metal Reinforcement	105,000 lbs.	0.13	13,650.00
			$ 37,569.00
	Subtotal		$109,974.00
	10% Engr. & Cont.		10,997.40
	Total		$120,971.40

Length of Roadway - - - - - - - - - - - 4.482 Miles
Length of 2 Structures- - - - - - - - - 0.014 Mile
Length of 4 Structures- - - - - - - - - 0.000 Mile (Exceptions)
Total Length- - - - - - - - - 4.496 Miles
Cost of Roadway Per Mile- - - - - - - - $152,334.76

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$682,764.50	$630,000.00	$ 52,~~735.90~~ 764.50
Structures	120,971.40	111,000.00	9,971.40
	$803,735.90	$741,000.00	$ 62,735.90

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939
State Funds For Maint.: Chap. 529, Laws 1939

Note: No work retained in program status.

SEVEN OAKS-TABLE ROCK ROAD SECTION

PROJECT NO. I-5-1(4)31

Estimated cost of work by the California Oregon Power Co.

Materials	$ 1,430.00
Equipment	507.00
Labor	2,422.00
Miscellaneous (Overhead, etc.)	743.60
Salvage Credit	411.00 Cr.
	$ 4,691.60
Use	$ 4,600.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(4)31

SEVEN OAKS-TABLE ROCK ROAD SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications, not as a basis for project agreement.)

Salem, Oregon, March 19, 1959

Type Code 0010
Roadway (Sta. 430+12.89 to Sta. 667+50)

Clearing and Grubbing	All	Required	$	$ 10,000.00
Drainage Excavation, Unclassified	9,440	cu. yds.	3.00	28,320.00
Embankment in Place	714,300	cu. yds.	0.54	385,722.00
Furnishing and Placing Topsoil	36,700	cu. yds.	1.75	64,225.00
Finishing Roadbed and Slopes	All	Required		10,000.00
Rounding Cutbanks	830	lin. ft.	0.20	166.00
24-inch Corrugated Metal Pipe	280	lin. ft.	7.50	2,100.00
48-inch Corrugated Metal Pipe	80	lin. ft.	25.00	2,000.00
54-inch Corrugated Metal Pipe	60	lin. ft.	30.00	1,800.00
72-inch Corrugated Metal Pipe	860	lin. ft.	42.00	36,120.00
84-inch Corrugated Metal Pipe	230	lin. ft.	55.00	12,650.00
15-inch Concrete Pipe	2,940	lin. ft.	3.50	10,290.00
18-inch Concrete Pipe	1,080	lin. ft.	4.50	4,860.00
24-inch Concrete Pipe	530	lin. ft.	6.00	3,180.00
36-inch Concrete Pipe	640	lin. ft.	10.00	6,400.00
24-inch Sewer Pipe	320	lin. ft.	5.25	1,680.00
36-inch Reinforced Sewer Pipe	320	lin. ft.	8.50	2,720.00
8-inch Perforated Metal Drain Pipe	1,370	lin. ft.	2.50	3,425.00
Special Backfill in Drains	230	cu. yds.	6.00	1,380.00
Salvaging Culvert Pipe	110	lin. ft.	5.00	550.00
15-inch Culvert End Sections	60	only	35.00	2,100.00
18-inch Culvert End Sections	10	only	50.00	500.00
24-inch Culvert End Sections	4	only	75.00	300.00
36-inch Culvert End Sections	4	only	160.00	640.00
Concrete Manholes	4	only	300.00	1,200.00
Class "A" Concrete	800	cu. yds.	55.00	44,000.00
Metal Reinforcement	135,000	lbs.	0.14	18,900.00
Type 1 Fence	20	rods	4.50	90.00
Type 2 Fence	3,370	rods	5.50	18,535.00
Loose Riprap	6,300	cu. yds.	4.00	25,200.00
Coarse Crushed Material in Base	19,600	tons	2.10	41,160.00
3/4" - 0 Material in Base	3,350	tons	2.25	7,537.50
Sprinkling	1,180	M-gal.	3.00	3,540.00
Preparation of Base	All	Required		500.00
3/4" - 0 Material in Binder Course	270	cu. yds.	4.00	1,080.00
Furnishing and Placing Aggregates	1,420	cu. yds.	4.00	5,680.00
RC-3 Asphalt	44	tons	55.00	2,420.00
120-150 Asphalt	110	tons	53.00	5,830.00
RS-1 Asphalt	32	tons	55.00	1,760.00
				$768,560.50
Seeding and Mulching	All	Required		5,275.00
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
Project Limit Signing	All	Required		2,000.00
Work by Pacific Telephone and Telegraph Co.	All	Required		250.00
Work by California Oregon Power Co.	All	Required		5,500.00

Subtotal	$784,085.50
10% Engr. & Cont.	78,408.55
Total	$862,494.05

Type Code X028
Box Culvert (Sta. 459+60 to Sta. 460+05.80)

Drainage Excavation, Unclassified	250 cu. yds.	$3.00	$ 750.00
Class "A" Concrete	1,070 cu. yds.	55.00	58,850.00
Metal Reinforcement	150,000 lbs.	0.14	21,000.00
			$ 80,600.00

Type Code X028
Box Culvert (Sta. 510+42 to Sta. 510+67.80)

Drainage Excavation, Unclassified	210 cu. yds.	$3.00	$ 630.00
Class "A" Concrete	480 cu. yds.	55.00	26,400.00
Metal Reinforcement	105,000 lbs.	0.14	14,700.00
			$ 41,730.00

Subtotal	$122,330.00
10% Engr. & Cont.	12,233.00
Total	$134,563.00

Length of Roadway - - - - - - - - - -	4.482 Miles
Length of 2 Structures- - - - - - - -	0.014 Mile
Length of 4 Structures- - - - - - - -	0.000 Mile (Exceptions)
Total Length - - - - - - - - - -	4.496 Miles
Cost of Roadway Per Mile- - - - - - -	$192,435.08

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$862,494.05	$796,000.00	$66,494.05
Structures	134,563.00	124,000.00	10,563.00
	$997,057.05	$920,000.00	$77,057.05

RECEIVED
[illegible] 1959
FOR FILING

When replying, refer to
08-35.4

408 State Highway Bldg.
Salem, Oregon

September 22, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Seven Oaks-Table Rock Section of
the Pacific Highway - I-5-1(4)31
Jackson County - Contract No. 5470
Seeding, fertilizing and mulching
Estimated cost $4,930.00
Federal funds $4,430.00

Dear Sir:

Reference is made to your letter dated September 17, 1959 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

mcj
Rartin

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SEP 17 1959

FOR FILING
I-5-1(4)31

5470

A

September 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 224-231, covering seeding and mulching on the Seven Oaks-Table Rock Road Section of the Pacific Highway in Jackson County, Contract No. 5470, in connection with Federal Aid Project No. I-5-1(4)31.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order on the basis of actual cost under the provisions of FPM 21-6.3 is requested.

The total estimated amount of the order is $4,930.00, with Federal participation of $4,430.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

RECEIVED
AUG 24 1959
FOR FILING

1-5-1(4)31

5470

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

August 21, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-1(4)31

Dear Sir:

The Permit submitted with your letter of August 17, 1959, providing for the adjustment of the Pacific Telephone and Telegraph Co. facilities on Oregon Interstate Project I-5-1(4)31 is approved.

Approval is with the understanding that construction and maintenance of the facility will be in accordance with "A Policy on Accommodation of Utilities on the National System of Interstate and Defense Highways" as recently adopted by member vote of the AASHO.

It is our understanding that the total cost of the adjustment will be borne by the Utility Co. and no Federal participation will be requested.

Very truly yours,

C. G. Polk
Division Engineer

File
Master
[illegible]

RECEIVED
AUG 24 1959
FOR FILING

I-5-1(4)31

5470

August 21, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering removing concrete foundation and leveling area from which buildings were removed on the Seven Oaks-Table Rock Road Section of the Pacific Highway in Jackson County, Contract No. 5470, in connection with Federal Aid Project No. I-5-1(4)31.

The Anhorn property is being acquired by condemnation. The house was partly on the right of way. In order to clear the right of way and to leave the area in such shape and condition that additional claims will not be made by the landowner, it is necessary that the entire area occupied by the house and barn be leveled and the concrete foundation of the house removed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Ens.

FORM E-120

RECEIVED
AUG 17 1959

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
Glenn L. Jackson, MEMBER
Medford
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-5-1(4)31

7170

August 17, 1959

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Underground Cable Permit
Seven Oaks-Table Rock Road Section
Pacific Interstate Highway
Project I-5-1(4)31

Dear Sir:

Attached hereto is a copy of a permit we propose to issue to The Pacific Telephone and Telegraph Company, covering the installation of underground cables and conduits on the subject-named project.

This installation, made necessary by highway construction, is a revision of the telephone company's existing underground facilities which cross the highway right of way at approximately this same location. The costs of the proposed installation are to be borne by the telephone company.

We believe the terms and conditions of the permit are in accordance with the policies governing such installations; and we, therefore, recommend your approval.

Very truly yours,

R. B. Sipprell
Director of Permits

By

R. P. Hamilton
Utilities Permit Engineer

RPH:dw
Encl.

cc: The Pacific Telephone and Telegraph Company
P. M. Stephenson
F. D. Morgan
R. F. Lytle

NOTED
P. M. STEPHENSON

RECEIVED
1959
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
AUG 19 1959
FOR FILING

I 5 1 4) 31

470

August 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering furnishing and installing gates on the Seven Oaks-Table Rock Road Section of the Pacific Highway in Jackson County, Contract No. 5470, in connection with Federal Aid Project No. I-5-1(4)31.

Fencing was included in the contract items, but gates were omitted. The gates are necessary to allow property owners access to frontage roads.

The sizes and types of gates will be as stated in the property settlements. No additional or special benefit will accrue to the land owners because of this order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

Contract No 5470

8-13-59

RECEIVED
AUG 11 1959
8-11-60
FOR FILING

Monthly Transaction No.	Form -2 (9-12 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
		County Jackson
Project Report No. I-5-1(4)31 7	**FEDERAL-AID PROJECT AGREEMENT**	Project No. I-5-1(4)31

5470

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

So. end EFI-131(15) to approx. 0.5 mile north Crater Lake Hwy.
(Seven Oaks-Bear Creek Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-27-59	4.5
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 803,736	$ 741,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

~~Deputy~~ State Highway Engineer
(title)

By ____________

____
(title)

By ____________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ C. G. Polk
Division Engineer

By: RC Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer August 13, 1959

USComm-DC 40257

August 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Seven Oaks-Table Rock Road Section, Project No. I-5-1(4)31.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

July 31, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Seven Oaks-Table Rock Road Section, Project No. I-5-1(4)31.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:br

Federal Aid
Project No. I-5-1(4)31

Oregon State Highway Department

SEVEN OAKS-TABLE ROCK ROAD SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 31, 1959

Type Code 0010
Roadway (Sta. 430+12.89 to Sta. 667+50)(Contract No. 5470)

Clearing and Grubbing	All	Required	$	$ 19,500.00
Drainage Excavation, Unclassified	9,440	cu. yds.	1.90	17,936.00
Embankment in Place	714,300	cu. yds.	0.38	271,434.00
Furnishing and Placing Topsoil	36,700	cu. yds.	1.15	42,205.00
Finishing Roadbed and Slopes	All	Required		5,000.00
Rounding Cutbanks	830	lin. ft.	0.30	249.00
24-inch Corrugated Metal Pipe	280	lin. ft.	6.70	1,876.00
48-inch Corrugated Metal Pipe	80	lin. ft.	16.00	1,280.00
54-inch Corrugated Metal Pipe	60	lin. ft.	21.00	1,260.00
72-inch Corrugated Metal Pipe	860	lin. ft.	34.25	29,455.00
84-inch Corrugated Metal Pipe	230	lin. ft.	45.50	10,465.00
15-inch Concrete Pipe	2,940	lin. ft.	3.00	8,820.00
18-inch Concrete Pipe	1,080	lin. ft.	3.95	4,266.00
24-inch Concrete Pipe	530	lin. ft.	5.10	2,703.00
36-inch Concrete Pipe	640	lin. ft.	8.40	5,376.00
24-inch Sewer Pipe	320	lin. ft.	4.60	1,472.00
36-inch Reinforced Sewer Pipe	320	lin. ft.	8.80	2,816.00
8-inch Perforated Metal Drain Pipe	1,370	lin. ft.	1.85	2,534.50
Special Backfill in Drains	230	cu. yds.	6.00	1,380.00
Salvaging Culvert Pipe	110	lin. ft.	5.00	550.00
15-inch Culvert End Sections	60	only	31.00	1,860.00
18-inch Culvert End Sections	10	only	37.00	370.00
24-inch Culvert End Sections	4	only	55.00	220.00
36-inch Culvert End Sections	4	only	120.00	480.00
Concrete Manholes	4	only	180.00	720.00
Class "A" Concrete	800	cu. yds.	49.00	39,200.00
Metal Reinforcement	135,000	lbs.	0.13	17,550.00
Type 1 Fence	20	rods	5.20	104.00
Type 2 Fence	3,370	rods	5.20	17,524.00
Loose Riprap	6,300	cu. yds.	2.50	15,750.00
Coarse Crushed Material in Base	19,600	tons	2.65	51,940.00
3/4" - 0 Material in Base	3,350	tons	2.65	8,877.50
Sprinkling	1,180	M-gal.	2.65	3,127.00
Preparation of Base	All	Required		650.00
3/4" - 0 Material in Binder Course	270	cu. yds.	4.50	1,215.00
Furnishing and Placing Aggregates	1,420	cu. yds.	4.50	6,390.00
RC-3 Asphalt	44	tons	52.50	2,310.00
120-150 Asphalt	110	tons	52.50	5,775.00
RS-1 Asphalt	32	tons	52.50	1,680.00
				$606,320.00

Seeding and Mulching	All Required	$	$ 5,275.00
Flagging (57½% of Contractor's Cost)	All Required		2,500.00
Project Limit Signing	All Required		2,000.00
Work by California Oregon Power Co.	All Required		4,600.00
	Subtotal		$620,695.00
	10% Engr. & Cont.		62,069.50
	Total		$682,764.50

Type Code X028
Box Culvert (Sta. 459+60 to Sta. 460+05.80)(Contract No. 5470)

Drainage Excavation, Unclassified	250 cu. yds.	$1.90	$ 475.00
Class "A" Concrete	1,070 cu. yds.	49.00	52,430.00
Metal Reinforcement	150,000 lbs.	0.13	19,500.00
			$ 72,405.00

Type Code X028
Box Culvert (Sta. 510+42 to Sta. 510+67.80)(Contract No. 5470)

Drainage Excavation, Unclassified	210 cu. yds.	$1.90	$ 399.00
Class "A" Concrete	480 cu. yds.	49.00	23,520.00
Metal Reinforcement	105,000 lbs.	0.13	13,650.00
			$ 37,569.00
	Subtotal		$109,974.00
	10% Engr. & Cont.		10,997.40
	Total		$120,971.40

Length of Roadway - - - - - - - -	4.482 Miles
Length of 2 Structures- - - - -	0.014 Mile
Length of 4 Structures- - - - -	0.000 Mile (Exceptions)
Total Length- - - - - - - - - - -	4.496 Miles
Cost of Roadway Per Mile- - - -	$152,334.78

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$682,764.50	$630,000.00	$52,764.50
Structures	120,971.40	111,000.00	9,971.40
	$803,735.90	$741,000.00	$62,735.90

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Retained in Program Status:

Work: Utility adjustment (Pacific Telephone & Telegraph Co.)
Federal Funds: $1,000.00

SEVEN OAKS-TABLE ROCK ROAD SECTION

PROJECT NO. I-5-1(4)31

Estimated cost of work by the California Oregon Power Co.

Materials	$1,430.00
Equipment	507.00
Labor	2,422.00
Miscellaneous (Overhead, etc.)	743.60
Salvage Credit	411.00 Cr.
	$4,691.60
Use	$4,600.00

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RECEIVED
JUL 31 1959

FOR FILING
I-5-1(4)31

5470

July 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering constructing two siphon boxes on the Seven Oaks-Table Rock Road Section of the Pacific Highway in Jackson County, Contract No. 5470, in connection with Federal Aid Project No. I-5-1(4)31.

This work is necessary to re-establish the John Day irrigation system. The irrigation water is to be carried across the highway in 24-inch siphon pipe, under Price Agreement No. 4. There are no items in the contract to cover this work.

The siphon boxes and pipe are required to maintain the present cover and flow of the system.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I-5-1(4)31

5470

When replying, refer to:
08-35.4-DB

408 State Highway Building
Salem, Oregon

July 9, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The permit to be issued to the Pacific Telephone & Telegraph Company for adjustment of its pole line on the Seven Oakes-Table Rock Section of Interstate Highway, Project I-5-1(4)31 submitted with your letter of July 8, 1959 is approved.

Approval is with the understanding that the poles will be located at least 30-feet beyond the edge of the shoulder of the thru traffic lanes in accordance with "A Policy on the Accommodation of Utilities on the National System of Interstate and Defense Highways" approved by the AASHO Executive Committee June 11, 1959. Also that construction and maintenance of the pole line will be in accordance with the above policy.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

copy with Permits to:
Bob Hamilton

copies to:
Baxter
Edwards

RECEIVED
JUL 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JUL -9 1959
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
~~ROBERT B. CH[illegible], MEMBER~~ Glenn L. Jackson
Medford
KENNETH N. FRIDLEY, MEMBER
WASCO
[illegible]
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-5-1(4)31

5470

July 8, 1959

Mr. G. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

There are attached hereto three identical copies of a permit we propose to issue to The Pacific Telephone and Telegraph Company, covering the construction of a telephone pole line crossing of the Pacific Interstate Highway No. 1 at Central Point Interchange, Engineer's Station 591+43, on Project I-5-1 (4) 31, Seven Oaks-Table Rock Section.

This installation, to be financed entirely by the telephone company, is a revision of the company's existing pole line which paralleled the Central Point Market Road at this location.

We believe that this installation comes under the subject matter of Circular Memorandum to Regional and Division Engineers from G. M. Williams, Assistant Commissioner, dated February 25, 1959, which requires prior approval of the Bureau of Public Roads for utilities occupying Interstate highway rights of way. We, therefore, solicit your consideration and recommend approval.

Very truly yours,

R. B. Sipprell
Director of Permits

By

Original Signed by R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

RPH:dw
Encls.

cc: P. M. Stephenson
F. D. Morgan
R. F. Lytle

NOTED
P. M. STEPHENSON

RECEIVED
JUL 8 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL - 9 1959
FOR FILING

I-5-1(4)31

5470

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer
to [illegible].4-DB

[illegible]
Salem, [illegible]

[illegible]

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 3, 1959 submitting a permit for the California Oregon Power Company to re-construct a power line crossing the Pacific Interstate Highway No. 1 at Upton County Road Intersection, Project I-5-1(4)31.

The permit is considered satisfactory and is approved. Approval is with the understanding that construction and maintenance of the utility line will be in accordance with the established Bureau of Public Roads' policies governing utilities along Interstate highways.

Very truly yours,

[illegible]

Permits

FORM E-123-X

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
~~[illegible]~~AN, MEMBER Glenn L. Jackson
Medford
KENNETH N. FRIDLEY, MEMBER
WASCO
I-5-1 (4) 31
FLOYD QUERY, SECRETARY
SALEM
5470

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 3, 1959

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

There are attached hereto three identical copies of a permit we propose to issue to The California Oregon Power Company, covering the construction of a power pole line crossing of the Pacific Interstate Highway No. 1 at Upton County Road Intersection, Engineer's Station 534+50, on Project I-5-1 (4) 31, Seven Oaks-Table Rock Road Section.

The permit, as prepared, also includes a crossing of the Upton County Road and a short section of pole line paralleling the county road; both being located on the highway right of way but outside the normal right of way limits of the Freeway.

Their installations, to be financed entirely by the Power Company, are revisions of the Company's existing facilities in this area; said revisions being made necessary by highway construction.

We believe that the proposed installations come under the subject matter of Circular Memorandum to Regional and Division Engineers from G. M. Williams, Assistant Commissioner, dated February 25, 1959. We recommend your approval of the crossing.

Very truly yours,

R. B. Sipprell
Director of Permits

By

Original signed by R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

RPH:dw
Encls.

cc: The California Oregon Power Company
Medford,
Oregon

RECEIVED
JUL 3 1959
OFFICE OF
STATE HIGHWAY ENGINEER

cc: P. M. Stephenson
F. D. Morgan
R. F. Lytle

NOTED
P. M. STEPHENSON

A

RECEIVED
JUN - 4 1959

FOR FILING

F-1 (4) 31

5470

FORM 2-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 29, 1959

Peter Kiewit Sons' Company
405 East Main
Medford
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5470, awarded May 14, 1959, for grading the Seven Oaks-Table Rock Road Section of Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

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FOR FILING

I-5-1(4)31

5470

May 28, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Seven Oaks-Table Rock Road Section of the Pacific Highway in Jackson County, Contract No. 5470, in connection with Federal Aid Project No. I-5-1(4)31.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

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FOR FILING
I-5-1(4)31
5470

May 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering signing on the Seven Oaks-Table Rock Road Section of the Pacific Highway in Jackson County, Contract No. 5470, in connection with Federal Aid Project No. I-5-1(4)31.

This work is necessary for the routing and guidance of traffic during construction. It was an anticipated item and funds were included in the project authorization.

This will not relieve the contractor of his responsibility to maintain warning signs, barricades and lights for the protection of the public and workmen.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Encs.

[illegible] 31

When replying, refer to:
08-35.5

5470

408 State Highway Bldg.
Salem, Oregon

May 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-1(4)31,
Seven Oaks-Table Rock Section,
Pacific Highway - Adjustment
of Power Line

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and the California Oregon Power Company dated April 13, 1959 and May 6, 1959, respectively, covering adjustment of Power lines on the above project.

Authorization to proceed was granted as of April 15, 1959, with the necessary utility adjustments as requested in your letter of April 13, 1959, by Mr. J. W. DeSouza, Assistant Counsel. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:
D. M. Emrich
District Engineer

A

RECEIVED
MAY 25 1959

FOR FILING

I-5-1(4)31

5470

May 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 8, 1959, on Contract No. 5470, Seven Oaks-Table Rock Road Section, in Jackson County, in connection with Federal Aid Project No. I-5-1(4)31.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

RECEIVED

I-5-1(4)31

When replying, refer to:
5470 08-35.5

408 State Highway Bldg.
Salem, Oregon

May 18, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-1(4)31
Seven Oaks-Table Rock Road Section
Pacific Highway

Dear Sir:

Authorization is hereby granted to proceed with the necessary adjustments of the Pacific Telephone and Telegraph Company's telephone lines, as of April 24, 1959, on the basis of the proposed agreement submitted with your letter of April 24, 1959.

Reimbursement will be subject to provisions of PPM 30-4.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

Fedw Porter

NOTED
FORREST COOPER

RECEIVED
MAY 18 1959
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
MAY 18 1959
FOR FILING
I 5-1(4)31

5470

May 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are four copies of the estimate and three copies of sketches in connection with adjusting the California Oregon Power Company's facilities on the Seven Oaks-Table Rock Road Section of the Pacific Highway in Jackson County, Project No. I-5-1(4)31.

Authorization to proceed with this work was approved as of April 15, 1959.

This completes the agreement between the State and the Company. Please return one copy of the estimate noted to show approval of the agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I-5-1(4)31

When replying, refer to:
08-35.4-0
5470

408 State Highway Bldg.
Salem, Oregon

May 14, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of May 13, 1959, advising that all rights-of-entry have been acquired for Oregon Project I-5-1(4)31, Seven Oaks-Table Rock Section of the Pacific Highway, we hereby concur, as of this date, in award of Contract No. 5470 to Peter Kiewit Sons Co., of Omaha, Nebraska, low bidder in the amount of $716,294.00, at the April 14, 1959 bid opening.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

copy to
Baxter
Edwards

NOTED
FORREST COOPER

RECEIVED
MAY 14 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 20 1959
FOR FILING
[illegible]
5470

May 14, 1959

Peter Kiewit Sons' Company
Room 1, Sparta Building
408 E. Main Street
Medford, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 accepted your proposal for grading on the Seven Oaks-Table Rock Road Section of the Pacific Highway in Jackson County for the sum of $716,394.09 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5470.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
~~xxxMxxProbertx~~ R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 14, 1959

Peter Kiewit Sons' Company
Room 1, Sparta Building
408 E. Main Street
Medford, Oregon

Contract for grading on Seven Oaks-Table Rock Road Section of Pacific Highway, Jackson County, for which you submitted low bid on April 14 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
MAY 13 1959
FOR FILING

I 5-1(4)31

5470

May 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of May 14, 1959, is requested in the award of contract for grading the Seven Oaks-Table Rock Road Section of the Pacific Highway in Jackson County, Project I-5-1(4)31, to Peter Kiewit Sons' Co. of Medford on the basis of the bid of $716,294.00 submitted on April 14, 1959.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

RECEIVED
MAY 7 - 1959
FOR FILING

OREGON DISTRICT
[illegible]
2472

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.7

May 6, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-1(3)31
Seven Oaks to Table Rock Road

Dear Sir:

A review of appraisals and settlements on parcels 28441, 28442 and 28443 indicates that additional information will be needed concerning valuations of land in Bear Creek and damages assessed because of a loss of irrigation water potential. This information will be needed at the time a right-of-way voucher is submitted for Federal-aid reimbursement.

On parcels 28442 and 28443, land in Bear Creek was valued at $1000 per acre presumably on the basis of gravel deposits. According to the appraisal report of Jeffery Holbrook the State made a reconnaissance of this area and reported "It is my belief that Bear Creek has been quite thoroughly exploited in this vicinity . . . ." Please have your appraiser provide documentation for his value conclusions.

On parcels 28442 and 28443 considerable damages were allowed for the loss of Bear Creek water potential. It is our understanding that the owners of these parcels do not have filed water rights in Bear Creek, nor are they allowed to pump water from this creek. There is a possibility that during years when excess water is available the owner of parcel 28442 may be authorized to pump water. It is our understanding that these properties are at the lower end of the Talent project and there is no guaranty that additional irrigation water will be available from this project which will be complete in several years. Please have your appraiser provide documentation for his value conclusion.

Wright
Drebert

On parcel 28441 damages of $500 per acre were assessed on acreage lying east of the right-of-way. Approximately 4-1/2 to 5 acres of this area is the location of a large gravel pit which is now filled with water and appears to be depleted. Please have your appraiser provide documentation for his value conclusions.

NOTED
FORREST COOPER

Very truly yours,

C G Polk
C. G. Polk
Division Engineer.

RECEIVED
MAY - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 7 - 1959
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.3
I-5-1(4)31

547

May 5, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Our April 1, 1959 letter, regarding the thirtieth program of projects involving participation in 1956 Act, Federal-aid Interstate funds, withheld authorization of right-of-way acquisition for Item 135 pending agreement on preliminary design problems involved.

Mr. Cooper's May 4, 1959 letter requested concurrence in the design of the Crater Lake Interchange as originally presented by your department. Our comments on this proposal will be furnished by separate correspondence. However, in view of the encroachment of commercial development on the project south of the interchange in question, you may proceed with the project listed below, subject to conditions controlling the work which may be performed as described subsequently:

Item No.	Project No.	Location	Authorization Dates	
			PE	ROW
135	I-5-1(501)28	Table Rock Road-Medford	—	5-5-59

The above authorization is with the understanding that no commitments will be made nor parcels be purchased for Crater Lake Highway Interchange (North of Morrow Road) until this office has indicated that the preliminary layout is satisfactory. This authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating, in any manner, any obligations on the part of the Federal Government to provide Federal funds for the undertaking.

cc F.i.w Wright Draper

Building improvements located within the takings or on remainder parcels affected by the takings must be shown on the right-of-way plans when they are submitted.

Very truly yours,

GPolk

G. G. Polk
Division Engineer

RECEIVED
MAY - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
PR 27 1959
FOR FILING

I-5-1(4)31

5470

April 24, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with adjustments of the Pacific Telephone and Telegraph Company's telephone lines on the Seven Oaks-Table Rock Road Section of the Pacific Highway in Jackson County, Project No. I-5-1(4)31.

Authorization to proceed with the work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Estimate and sketch covering this work will be submitted as soon as received.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
[illegible] 1959
FOR FILING

I-5-1(4)31

5470

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

April 17, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-1(4)31
Seven Oaks-Table Rock Road Section
Pacific Highway

Dear Sir:

Authorization is hereby granted to proceed with the necessary adjustments of the California-Oregon Power Company power lines, as of April 15, 1959, on the basis of the proposed agreement submitted with your letter of April 15, 1959.

Reimbursement will be subject to provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

orig. to Probert

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APR [illegible] 1959
FOR FILING
I-5-1(4)31
5470

April 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with adjusting the power lines of The California Oregon Power Company on the Seven Oaks-Table Rock Road Section of the Pacific Highway in Jackson County, Oregon Project No. I-5-1(4)31.

Authorization to proceed with this work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:ia

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R 3 - 1959
FOR FILING

[illegible]

5470

April 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Your File 80-35.4

Dear Sir:

In compliance with your request for justification of the Seven Oaks Interchange Frontage Road ("R" Line), Seven Oaks-Table Rock Section of the Pacific Highway, Jackson County (grading), we submit the following data: a sketch of the frontage road, an appraisal report of property cost, and a detailed estimate of construction cost.

The property value is $51,000 higher without the frontage road, against a cost of $35,000 for the frontage road construction.

Information concerning the relocation of Upton Road on this same project is covered by a letter from our Bridge Engineer, a copy of which is attached.

Very truly yours,

W. C. Williams
State Highway Engineer

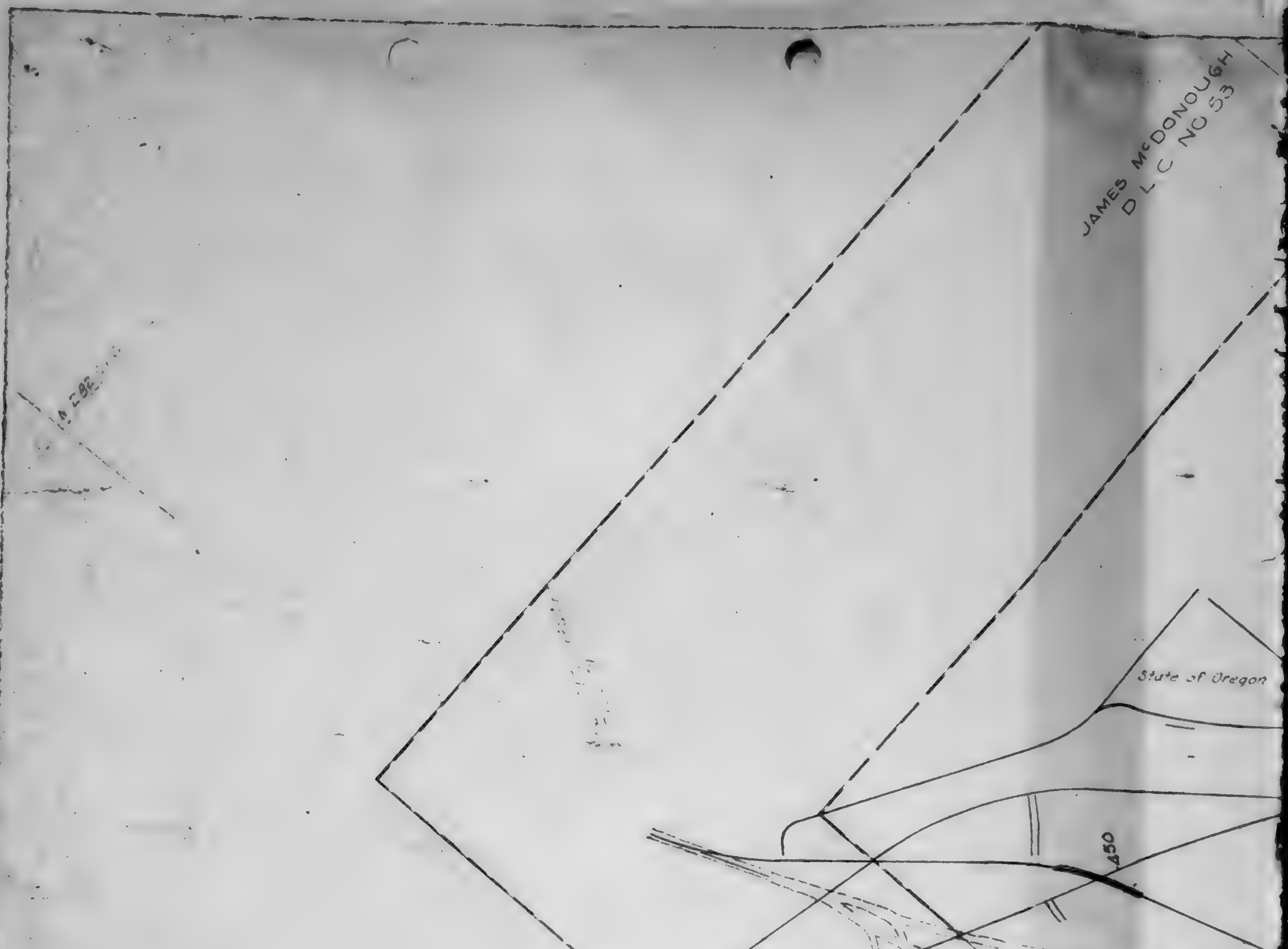
By

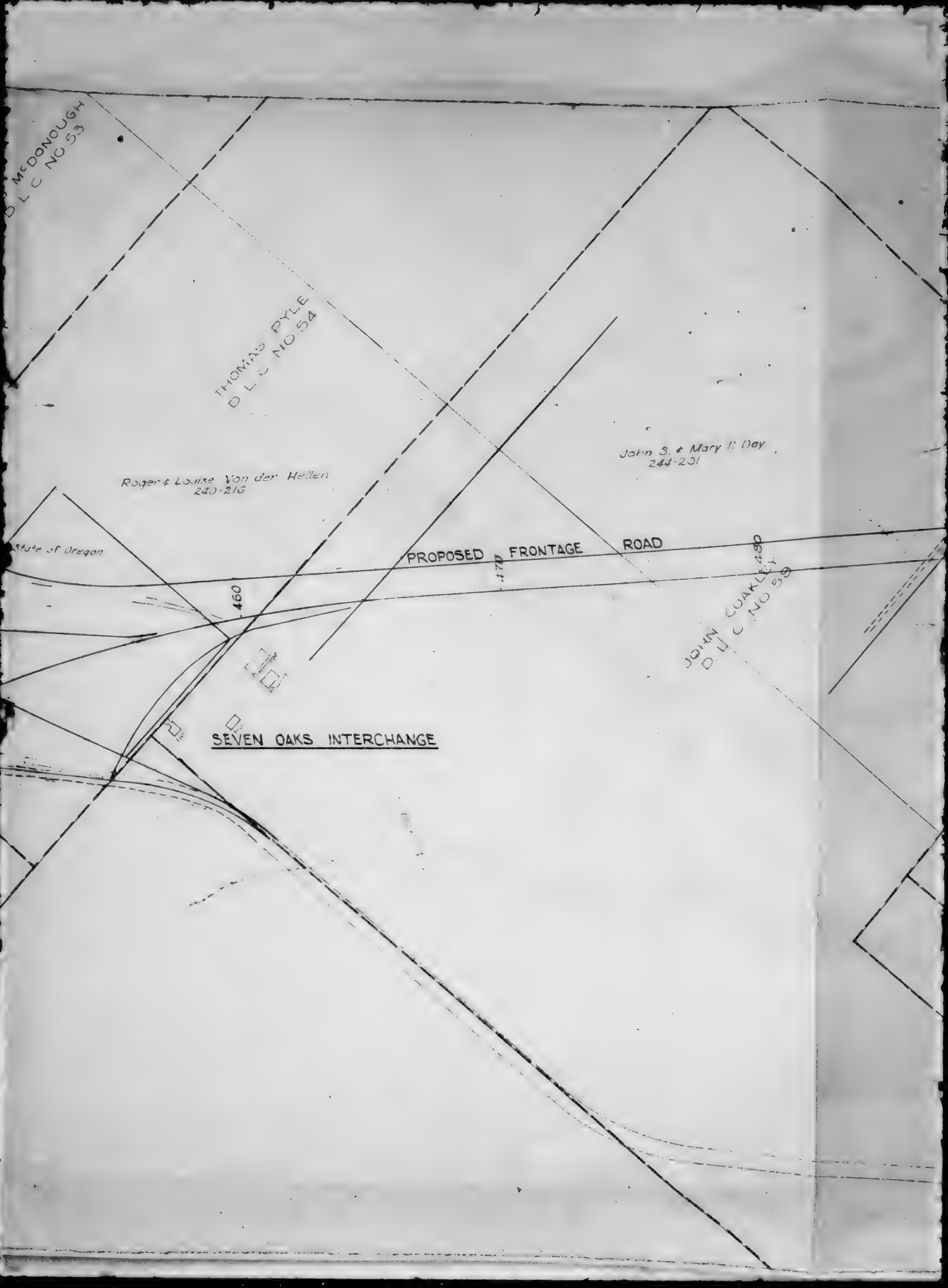
Forrest Cooper
Deputy State Highway Engineer

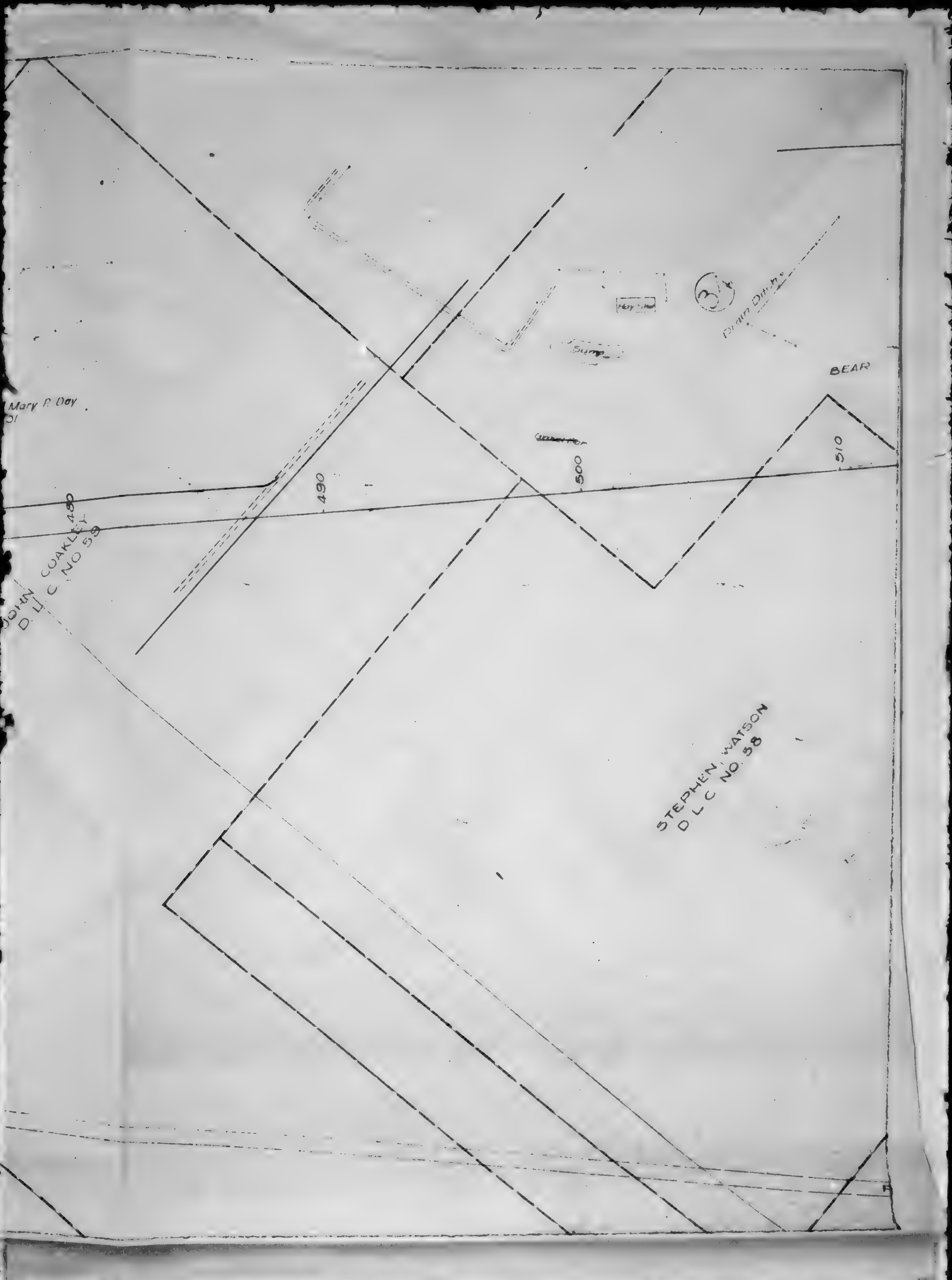
Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

JEM:law fn


JAMES McDONOUGH
D L C NO 53
State of Oregon
450
440
To Grants Pass


McDONOUGH
D L C NO 53
THOMAS PYLE
D L C NO 54
John S. & Mary P. Day
244-231
Roger & Louise Von der Hellen
240-216
State of Oregon
PROPOSED FRONTAGE ROAD
460
470
480
JOHN COAKLEY
D L C NO 59
SEVEN OAKS INTERCHANGE


Hay Shed
3
Drain Ditch
Sump
BEAR
Mary P. Day
01
480
490
500
510
JOHN COAKLEY
D.L.C. NO 59
STEPHEN WATSON
D.L.C. NO 58

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1959

SUBJECT: Seven Oaks-Table Rock Road
Section of the Pacific Highway
in Jackson County

To:

Mr. Tom Edwards
Construction Engineer
OFFICE

Attention: Mr. J. E. Morelock

CONSTRUCTION DIVISION
RECEIVED
APR 6 1959
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE DCE

The proposed alignment for the Seven Oaks-Table Rock Road Section of the Pacific Highway in Jackson County lies immediately and very close to Bear Creek on the southwest side.

The proposed alignment requires a grade crossing with the Upton Road in the neighborhood of Station 527. Upton Road, at the present time, crosses Bear Creek on a 262' long structure with a 26' roadway with the entire structure being on a 14° curve. To utilize the existing bridge and the alignment of Upton Road would require changing the grade of the existing Bear Creek Bridge and adding approximately 535' of structure to connect to the existing bridge and overcross the proposed freeway. The existing road crosses the freeway with an intersection angle of approximately 32° which means a skew angle of 58°. Due to the extremely bad skew, long spans will be required across the freeway, which at this point, is divided with 100' center-to-center of pavement lanes.

Because of the span lengths, it would be necessary to use box girder construction across the freeway. Our estimate of cost, using the present alignment of Upton Road, is as follows:

1.	Raise existing structure to new vertical alignment	$45,000
2.	New structure required—250' RCDG	65,000
3.	285' reinforced concrete box girder	89,000
4.	.26 mile grading and paving	26,000
	For a total cost of	225,000

As an alternate to using the existing alignment of Upton Road, a new alignment crossing the freeway at approximately Station 533 was worked out. This new alignment will require two separate structures; a 270' structure across the freeway, a fill section, and a 250' structure across Bear Creek.

Our estimate of cost of these two structures is $135,000. To this must be added, $10,000 for the removal of the existing Bear Creek Bridge, and $45,000 for grading and paving, or a total cost of $190,000.

The proposed realignment of Upton Road would be of a very material benefit because of the betterment in the horizontal alignment and from the above estimates, it would seem that this realignment could be built at a considerable less cost than by our using the existing bridge over Bear Creek on the existing alignment of Upton Road.

I recommend that the revised alignment of Upton Road be used and the existing structure over Bear Creek be removed.

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM/mm

P.S. The grading and paving costs were arrived at on the basis of $100,000 a mile and are for comparative purposes only.

IDM.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 30, 1959

SUBJECT File No.'s 28413, 28414 and 28415
Seven Oaks-Table Rock Unit
Seven Oaks-Ashland Section
Pacific East Highway
Jackson County

To. Walter T. Wright
Right of Way Engineer
OFFICE

NOTED
D. H. MOEHRING

I submit this right of way acquisition cost differential estimate subject files predicated on basis of access road on easterly side within right of way running southerly and terminating opposite center line station 455+00 approximately as originally planned, and alternately reflecting damage alleviation with said access road extending southerly to station 488+00.

File No.	Without frontage road	With frontage road	Differential
28413	$ 20,000	$ 18,000	$ 2,000
28414	55,000	30,000	25,000
28415	36,000	12,000	24,000
	$ 111,000	$ 60,000	$ 51,000

This estimate is made for the purpose of access road feasibility determination and should not be considered an appraisal of the individual properties. I feel that a reasonable range of saving in right of way costs to be effected by virtue of access road construction by the State would be between $45,000 and $55,000.

Marvin W. Hart
Marvin W. Hart
Staff Appraiser

MWH:md

[illegible]

NOTED

SEVEN OAKS - TABLE ROCK ROAD SECTION
PACIFIC HIGHWAY - JACKSON COUNTY
"R" LINE QUANTITY SUMMARY AND ESTIMATE OF COST

Item	Unit	Quantity	Allow	Total Quantity	Unit Price	Cost
Clearing & Grubbing	All Spec.					500.00
Embankment in Place	Cu. Yd.	6,000	600	6,600	0.54	3,564.00
Drainage Excav., Unclass.	Cu. Yd.	24	2	26	3.00	78.00
15" Concrete Culverts	Lin. Ft.	125	12	137	3.50	480.00
36" Concrete Culverts	Lin. Ft.	42	3	45	10.00	450.00
Class A Conc. in Box Culv.	Cu. Yd.	10	1	11	50.00	550.00
Metal Reinforcement	Lb.	4,050	400	4,450	0.14	623.00
Coarse Cr. Mat'l in Base	Ton	7,458	542	8,000	1.95	15,600.00
3/4"-0 Mat'l in Base	Ton	801	99	900	2.10	1,890.00
Furnish & Place Aggregate	Ton	602	48	650	3.50	2,275.00
120-150 Asphalt	Ton	49	6	55	48.00	2,640.00
RS-1 Asphalt	Ton	11	1	12	50.00	600.00
	Total Contract Items					$ 29,250.00
	Plus 20% Engineering and Contingencies					5,850.00
	GRAND TOTAL					$ 35,100.00

RECEIVED
APR 1 1959
FOR FILING
OREGON DISTRICT
I5-1(4)31
5470

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

March 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project I-5-1(4)31, Seven Oaks-Table Rock Section of the Pacific Highway, Jackson County (grading). This approval is given with the understanding that justification for the Seven Oaks Interchange Frontage Road ("R" Line) and the relocation of the Upton Road will be submitted.

Referred to Edwards 3/31/59

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,
C G Polk
C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

NOTED

RECEIVED
MAR 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-8(8) Ontario-Idaho Line Sec. 1959
372 of Old Ore. Tr. Hwy.
#5471 (Paving)

RECEIVED
MAY 20 1963
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon

May 15, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
08-35.5 Division Engineer
Salem, Oregon

By: L. R. Backlund
Administrative Manager

Oregon Project I-80N-8(8)372
Ontario-Idaho State Line Section
Voucher No. 10 - Final
Net amount claimed $72,498.00

The subject voucher has been approved in the reduced amount of $72,387.00. Deduction has been made in accordance with the attached Schedule of Exceptions, Item No. 1.

Total amount of deduction	$121.20
Federal aid pro-rate	92.37%
Net deduction in even dollars	$111.00

In the event you disagree with the deduction made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attach.

RECEIVED
MAY 16 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
with attach.
5-20-63

NOTED
LLOYD P. SHAW

Contract 5471

State

RECEIVED
FOR FILING

Monthly transaction number 8-3	Form -2A U.S. DEPARTMENT OF COMMERCE (5-31-57) BUREAU OF PUBLIC ROADS	te **Oregon**
Project report number **15**	**MODIFICATION OF FEDERAL-AID** **PROJECT AGREEMENT**	County **Malheur**
		Project number **I-80N-8(8)372**

5471

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **May 20**, 19**60**, is hereby modified as follows:

Revised estimated total cost of project $ **716,813.00**

Revised Federal funds $ **655,525.00**

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **20** day of **July**, 19**62**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

ASSISTANT **State Highway Engineer**
(Title)

By__________

____
(Title)

By__________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX A. W. Parsons
Division Engineer
By: L. R. Backlund
Administrative Manager

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 17, 1962

FROM : A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

Young

SUBJECT: Modification of Federal Aid Project Agreement

Attached are two copies of proposed modification of a Federal-aid project agreement for the following project:

I-80N-8(8)372 Ontario-Idaho State Line Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

RECEIVED
JUL 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

Nash
R. L. N.

July 19, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of Modification of Project Agreement, signed by a Highway Official for the Ontario - Idaho State Line Section, Project No. I-80N-8(8)372.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ra

Contract 5471 5-20-60

Monthly transaction number RECEIVED 5/13 1960	For -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project report number FOR 12 FILING	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Malheur**
		Project number **I-80N-8(8)372**

I-80N 8(8)372

5471

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **August 14**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project $ **704,139**

Revised Federal funds $ **647,000**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **20** day of **May**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

May 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Ontario-Idaho State Line Section, Project No. I-80N-8(8)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

May 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Ontario-Idaho State Line Section, Project No. I-80N-8(8)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Encl.
RNC:sw

Oregon State Highway Department

Federal Aid
Project No. I-80N-8(8)372

ONTARIO-IDAHO STATE LINE SECTION OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, May 10, 1960

Type Code P. E.

Preliminary Engineering	All	Required	$	$ 1,000.00

Type Code 6201
Roadway (Sta. 1159+00 to Sta. 1359+20)(Contract No. 5471)

Drainage Excavation, Unclassified	150	cu. yds.	$3.00	$ 450.00
Embankment in Place	185,000	cu. yds.	0.40	74,000.00
Furnishing and Placing Topsoil	12,400	cu. yds.	1.50	18,600.00
Loading and Placing Topsoil	780	cu. yds.	1.00	780.00
Finishing Roadbed and Slopes	All	Required		3,000.00
18-inch Concrete Pipe	640	lin. ft.	4.25	2,720.00
24-inch Concrete Pipe	26	lin. ft.	5.60	145.60
Extra for Pipe Under Pavement	50	lin. ft.	6.00	300.00
2½-inch Galvanized Water Pipe	190	lin. ft.	1.00	190.00
3-inch Galvanized Water Pipe	90	lin. ft.	2.00	180.00
4-inch Galvanized Water Pipe	190	lin. ft.	3.00	570.00
1½-inch Electrical Conduit	1,600	lin. ft.	1.25	2,000.00
2-inch Electrical Conduit	140	lin. ft.	1.50	210.00
2½-inch Electrical Conduit	90	lin. ft.	2.00	180.00
18-inch Culvert End Sections	12	only	40.00	480.00
Class "A" Concrete	90	cu. yds.	55.00	4,950.00
Metal Reinforcement	14,000	lbs.	0.16	2,240.00
Concrete Curbs	4	cu. yds.	55.00	220.00
Metal Guard Rail	16,800	lin. ft.	2.40	40,320.00
Metal Median Barrier	330	lin. ft.	3.75	1,237.50
Guide Posts, Double Reflector	44	only	5.00	220.00
Guide Posts, Type W-1	190	only	5.00	950.00
Guide Posts, Type Y-2	260	only	5.25	1,365.00
Guide Posts, Type Y-3	4	only	7.00	28.00
Type 3 Fence	150	rods	12.00	1,800.00
Coarse Crushed Material in Base	132,300	tons	0.95	125,685.00
3/4" - 0 Material in Base	34,200	tons	0.95	32,490.00
Sprinkling	3,360	M-gal.	2.00	6,720.00
Preparation of Base	All	Required		2,500.00
3/4" - 0 Material in Binder Course	1,600	cu. yds.	2.25	3,600.00
Furnishing and Placing Aggregates	3,680	cu. yds.	2.50	9,200.00
MC-2 Asphalt	260	tons	51.00	13,260.00
120-150 Asphalt	280	tons	51.00	14,280.00
RS-1 Asphalt	80	tons	52.00	4,160.00
Extra for Oiling Approaches	7	only	30.00	210.00
Asphaltic Concrete Mixture	36,800	tons	3.20	117,760.00
85-100 Asphalt in Mixture	2,200	tons	40.00	88,000.00
Extra for Paving Approaches	8	only	30.00	240.00
Asphaltic Concrete Traffic Markers	3,800	lin. ft.	0.70	2,660.00
				$577,901.10

Work by Idaho Power Co.	All Required		$ 525.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Seeding and Mulching	All Required		1,220.00
Project Limit Signing	All Required		1,500.00
			$582,146.10

Signing (Sta. 1159+00 to Sta. 1359+20)(Contract No. 5596)

Removal of Existing Sign Installation	All	Required (40%)		$ 177.76
Single Post Butterfly Mast Arm Sign Structure (Sta. 1290)	1	only	$2,203.19	2,203.19
Furnish 8" BP 36# Steel Piling	347	lin. ft.	5.04	1,748.88
Drive Steel Piles	20	only	85.36	1,707.20
Metal Sign Posts	All	Required (65%)		2,380.94
Wood Sign Posts	All	Required (55%)		2,733.68
Type "A" Signs in Place	1,405.3	sq. ft.	7.77	10,919.18
Type "B" Signs in Place	42.0	sq. ft.	7.35	308.70
Type "C" & "D" Signs in Place	799.0	sq. ft.	4.08	3,259.92
Type "E", "F" and "G" Signs in Place	143.1	sq. ft.	5.63	805.65
Type "J" Signs in Place	8.4	sq. ft.	8.19	68.80
				$ 26,313.90

Illumination (Sta. 1180+35 and Sta. 1296+33.44)(Contract No. 5646)

North Ontario Interchange Illumination	All Required	$	$ 10,689.00
Idaho Avenue Interchange Illumination	All Required		20,069.00
			$ 30,758.00
	Subtotal		$639,218.00
	10% Engr. & Cont.		63,921.00
	Total		$703,139.00

Length of Roadway - - - - - - - 3.735 Miles
Length of 5 Structures- - - - 0.057 Mile
Total Length- - - - - - - - - - 3.792 Miles
Cost of Roadway Per Mile- - - $188,256.76

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 900.00	$ 100.00
Roadway	703,139.00	646,100.00	57,039.00
	$704,139.00	$647,000.00	$57,139.00

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939
State Funds for Maint: Chap. 529, laws 1939

Note: No additional work retained in program status.

ONTARIO-IDAHO STATE LINE SECTION

Project No. I-80N-8(8)372

Estimated Costs of Work by the Idaho Power Co.

Material	$335.00
Labor	164.00
Equipment	15.00
Overhead	48.00
Salvage Credit	37.00 Cr.
	$525.00
Use	$525.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-8(8)372

ONTARIO-IDAHO STATE LINE SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 19, 1959

Type Code P. E.

Preliminary Engineering	All	Required	$	$ 1,000.00

Type Code 6201
Roadway (Sta. 1159+00 to Sta. 1359+20)

Drainage Excavation, Unclassified	150	cu. yds.	$3.00	$ 450.00
Embankment in Place	185,000	cu. yds.	0.50	92,500.00
Furnishing and Placing Topsoil	12,400	cu. yds.	1.75	21,700.00
Loading and Placing Topsoil	780	cu. yds.	1.25	975.00
Finishing Roadbed and Slopes	All	Required		1,000.00
18-inch Concrete Pipe	640	lin. ft.	4.50	2,880.00
24-inch Concrete Pipe	26	lin. ft.	6.00	156.00
Extra for Pipe Under Pavement	50	lin. ft.	3.00	150.00
2½-inch Galvanized Water Pipe	190	lin. ft.	1.75	332.50
3-inch Galvanized Water Pipe	90	lin. ft.	2.00	180.00
4-inch Galvanized Water Pipe	190	lin. ft.	2.75	522.50
1½-inch Electrical Conduit	1,600	lin. ft.	2.00	3,200.00
2-inch Electrical Conduit	140	lin. ft.	2.50	350.00
2½-inch Electrical Conduit	90	lin. ft.	2.75	247.50
18-inch Culvert End Sections	12	only	50.00	600.00
Class "A" Concrete	90	cu. yds.	50.00	4,500.00
Metal Reinforcement	14,000	lbs.	0.15	2,100.00
Concrete Curbs	4	cu. yds.	50.00	200.00
Metal Guard Rail	16,800	lin. ft.	2.75	46,200.00
Metal Median Barrier	330	lin. ft.	4.50	1,485.00
Guide Posts, Double Reflector	44	only	5.00	220.00
Guide Posts, Type W-1	190	only	4.50	855.00
Guide Posts, Type Y-2	260	only	5.00	1,300.00
Guide Posts, Type Y-3	4	only	6.50	26.00
Type 3 Fence	150	rods	15.00	2,250.00
Coarse Crushed Material in Base	132,300	tons	1.15	152,145.00
3/4" - 0 Material in Base	34,200	tons	1.25	42,750.00
Sprinkling	3,360	M-gal.	2.50	8,400.00
Preparation of Base	All	Required		2,000.00
3/4" - 0 Material in Binder Course	1,600	cu. yds.	3.50	5,600.00
Furnishing and Placing Aggregates	3,680	cu. yds.	3.50	12,880.00
MC-2 Asphalt	260	tons	46.00	11,960.00
120-150 Asphalt	280	tons	44.00	12,320.00
RS-1 Asphalt	80	tons	46.00	3,680.00
Extra for Oiling Approaches	7	only	30.00	210.00
Asphaltic Concrete Mixture	36,800	tons	2.65	97,520.00
85-100 Asphalt in Mixture	2,200	tons	36.00	79,200.00

Extra for Paving Approaches	8 only	$30.00	$ 240.00
Asphaltic Concrete Traffic Markers	3,800 lin. ft.	1.00	3,800.00
			$617,084.50
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Seeding and Mulching	All Required		1,220.00
Project Limit Signing	All Required		1,500.00
	Subtotal		$620,804.50
	10% Engr. & Cont.		62,080.45
	Total		$682,884.95

Length of Roadway - - - - - - - - - - - 3.735 Miles
Length of 5 Structures- - - - - - - - - 0.057 Mile
Total Length - - - - - - - - - - - 3.792 Miles
Cost of Roadway Per Mile- - - - - - - - $182,833.98

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 900.00	$ 100.00
Roadway	682,884.95	630,100.00	52,784.95
	$683,884.95	$631,000.00	$52,884.95

FORM E-123-X 50M 2-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Ontario-Idaho State Line Section
Old Oregon Trail Highway
Malheur County
Project No. I-80N-8(8)372

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with adjusting power line facilities of the Idaho Power Company on the above project.

Authorization to proceed with this work as of this date under the provisions of PPM 30-4 is requested.

Estimates and sketches will be submitted immediately upon receipt from the Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

Oregon State Highway Department

Federal Aid
Project No. I-80N-8(8)372

ONTARIO-IDAHO STATE LINE SECTION OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement. Estimate revised to include work by Idaho Power Co.)

Salem, Oregon, May 19, 1959

Type Code P. E.

Preliminary Engineering	All Required		$1,000.00

Type Code 6201
Roadway (Sta. 1159+00 to Sta. 1359+20)(Contract 5471)

Drainage Excavation, Unclassified	150	cu. yds.	$3.00	$ 450.00
Embankment in Place	185,000	cu. yds.	.40	74,000.00
Furnishing and Placing Topsoil	12,400	cu. yds.	1.50	18,600.00
Loading and Placing Topsoil	780	cu. yds.	1.00	780.00
Finishing Roadbed and Slopes	All	Required		3,000.00
18-inch Concrete Pipe	640	lin. ft.	4.25	2,720.00
24-inch Concrete Pipe	26	lin. ft.	5.60	145.60
Extra For Pipe Under Pavement	50	lin. ft.	6.00	300.00
2½-inch Galvanized Water Pipe	190	lin. ft.	1.00	190.00
3-inch Galvanized Water Pipe	90	lin. ft.	2.00	180.00
4-inch Galvanized Water Pipe	190	lin. ft.	3.00	570.00
1½-inch Electrical Conduit	1,600	lin. ft.	1.25	2,000.00
2-inch Electrical Conduit	140	lin. ft.	1.50	210.00
2½-inch Electrical Conduit	90	lin. ft.	2.00	180.00
18-inch Culvert End Sections	12	only	40.00	480.00
Class "A" Concrete	90	cu. yds.	55.00	4,950.00
Metal Reinforcement	14,000	lbs.	.16	2,240.00
Concrete Curbs	4	cu. yds.	55.00	220.00
Metal Guard Rail	16,800	lin. ft.	2.40	40,320.00
Metal Median Barrier	330	lin. ft.	3.75	1,237.50
Guide Posts, Double Reflector	44	only	5.00	220.00
Guide Posts, Type W-1	190	only	5.00	950.00
Guide Posts, Type Y-2	260	only	5.25	1,365.00
Guide Posts, Type Y-3	4	only	7.00	28.00
Type 3 Fence	150	rods	12.00	1,800.00
Coarse Crushed Material in Base	132,300	tons	.95	125,685.00
3/4" - 0 Material in Base	34,200	tons	.95	32,490.00
Sprinkling	3,360	M-gals.	2.00	6,720.00
Preparation of Base	All	Required		2,500.00
3/4" - 0 Material in Binder Course	1,600	cu. yds.	2.25	3,600.00
Furnishing and Placing Aggregates	3,680	cu. yds.	2.50	9,200.00
MC-2 Asphalt	260	tons	51.00	13,260.00
120-150 Asphalt	280	tons	51.00	14,280.00
RS-1 Asphalt	80	tons	52.00	4,160.00

Extra for Oiling Approaches	7 only	$30.00	$ 210.00
Asphaltic Concrete Mixture	36,800 tons	3.20	117,760.00
85-100 Asphalt in Mixture	2,200 tons	40.00	88,000.00
Extra for Paving Approaches	8 only	30.00	240.00
Asphaltic Concrete Traffic Markers	3,800 lin. ft.	.70	2,660.00
			$577,901.10
Work by Idaho Power Co.			800.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Seeding and Mulching	All Required		1,220.00
Project Limit Signing	All Required		1,500.00
	Subtotal		$582,421.10
	10% Engr. & Cont.		58,242.11
	Total		$640,663.21

Length of Roadway - 3.735 Miles
Length of 5 Structures - 0.057 Mile
Total Length - 3.792 Miles

Cost of Roadway per Mile - $171,529.64

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 900.00	$ 100.00
Roadway	640,663.21	590,900.00	49,763.21
	$641,663.21	$591,800.00	$49,863.21

Oregon State Highway Department

Federal Aid
Project No. I-80N-8(8)372

ONTARIO-IDAHO STATE LINE SECTION OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of Project Agreement.)

Salem, Oregon, December 22, 1959

Type Code P. E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code 6201
Roadway (Sta. 1159+00 to Sta. 1359+20)(Contract 5471)

Drainage Excavation, Unclassified	150	cu. yds.	$ 3.00	$ 450.00
Embankment in Place	185,000	cu. yds.	0.40	74,000.00
Furnishing and Placing Topsoil	12,400	cu. yds.	1.50	18,600.00
Loading and Placing Topsoil	780	cu. yds.	1.00	780.00
Finishing Roadbed and Slopes	All	Required		3,000.00
18-inch Concrete Pipe	640	lin. ft.	4.25	2,720.00
24-inch Concrete Pipe	26	lin. ft.	5.60	145.60
Extra for Pipe Under Pavement	50	lin. ft.	6.00	300.00
2½-inch Galvanized Water Pipe	190	lin. ft.	1.00	190.00
3-inch Galvanized Water Pipe	90	lin. ft.	2.00	180.00
4-inch Galvanized Water Pipe	190	lin. ft.	3.00	570.00
1½-inch Electrical Conduit	1,600	lin. ft.	1.25	2,000.00
2-inch Electrical Conduit	140	lin. ft.	1.50	210.00
2½-inch Electrical Conduit	90	lin. ft.	2.00	180.00
18-inch Culvert End Sections	12	only	40.00	480.00
Class "A" Concrete	90	cu. yds.	55.00	4,950.00
Metal Reinforcement	14,000	lbs.	0.16	2,240.00
Concrete Curbs	4	cu. yds.	55.00	220.00
Metal Guard Rail	16,800	lin. ft.	2.40	40,320.00
Metal Median Barrier	330	lin. ft.	3.75	1,237.50
Guide Posts, Double Reflector	44	only	5.00	220.00
Guide Posts, Type W-1	190	only	5.00	950.00
Guide Posts, Type Y-2	260	only	5.25	1,365.00
Guide Posts, Type Y-3	4	only	7.00	28.00
Type 3 Fence	150	rods	12.00	1,800.00
Coarse Crushed Material in Base	132,300	tons	0.95	125,685.00
3/4" - 0 Material in Base	34,200	tons	0.95	32,490.00
Sprinkling	3,360	M-gals.	2.00	6,720.00
Preparation of Base	All	Required		2,500.00
3/4" - 0 Material in Binder Course	1,600	cu. yds.	2.25	3,600.00
Furnishing and Placing Aggregates	3,680	cu. yds.	2.50	9,200.00
MC-2 Asphalt	260	tons	51.00	13,260.00
120-150 Asphalt	280	tons	51.00	14,280.00
RS-1 Asphalt	80	tons	52.00	4,160.00
Extra for Oiling Approaches	7	only	30.00	210.00
Asphaltic Concrete Mixture	36,800	tons	3.20	117,760.00

85-100 Asphalt in Mixture	2,200 tons	$40.00	$ 88,000.00
Extra for Paving Approaches	8 only	30.00	240.00
Asphaltic Concrete Traffic Markers	3,800 lin. ft.	0.70	2,660.00
			$577,901.10
Work by Idaho Power Co.	All Required		525.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Seeding and Mulching	All Required		1,220.00
Project Limit Signing	All Required		1,500.00
			$582,146.10

Signing (Sta. 1159+00 to Sta. 1359+20)

Removal of Existing Sign Installation	All Required (40%)		$ 520.00
Single Post Butterfly Mast Arm Sign Structure (Sta. 1290)	1 only	$1,800.00	1,800.00
Furnish 8" BP 36# Steel Piling	347 lin. ft.	7.00	2,429.00
Drive Steel Piles	20 only	85.00	1,700.00
Metal Sign Posts	All Required (65%)		1,796.00
Wood Sign Posts	All Required (55%)		4,356.00
Type "A" Signs in Place	1,405.3 sq. ft.	8.00	11,242.40
Type "B" Signs in Place	42.0 sq. ft.	10.00	420.00
Type "C" & "D" Signs in Place	799.0 sq. ft.	5.50	4,394.50
Type "E", "F", "G", "H" & "I" Signs in Place	155.6 sq. ft.	6.00	933.60
Type "J" Signs in Place	8.4 sq. ft.	6.00	50.40
			$ 29,641.90
	Subtotal		$611,788.00
	10% Engr. & Cont.		61,178.80
	Total		$672,966.80

Length of Roadway - - - - - - - 3.735 Miles
Length of 5 Structures- - - - - 0.057 Mile
Total Length- - - - - - - - - - 3.792 Miles
Cost of Roadway Per Mile- - - - $180,178.52

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 900.00	$ 100.00
Roadway	672,966.80	619,100.00	53,866.80
	$673,966.80	$620,000.00	$53,966.80
PA Status	$641,360.71	$592,000.00	
PS & E Status	32,606.09	28,000.00	
	$673,966.80	$620,000.00	

RETAINED IN PROGRAM STATUS

Work: Illumination

Federal Funds - $209,000.00

ONTARIO-IDAHO STATE LINE SECTION

PROJECT NO. I-80N-8(8)372

ESTIMATED COSTS OF WORK BY THE IDAHO POWER CO.

Material	$335.00	
Labor	164.00	
Equipment	15.00	
Overhead	48.00	
Salvage Credit	37.00	Cr.
	$525.00	
Use	$525.00	

Oregon State Highway Department

Federal Aid
Project No. I-80N-8(8)372

ONTARIO-IDAHO STATE LINE SECTION OF THE OLD OREGON TRAIL HIGHWAY IN MALHUER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, February 1, 1960

Type Code P.E.
Preliminary Engineering — All Required — $ 1,000.00

Type Code 6201
Roadway (Sta. 1159+00 to Sta. 1359+20)(Contract No. 5471)

Drainage Excavation, Unclassified	150	cu.yds.	$3.00	$ 450.00
Embankment in Place	185,000	cu.yds.	.40	74,000.00
Furnishing and Placing Topsoil	12,400	cu.yds.	1.50	18,600.00
Loading and Placing Topsoil	780	cu.yds.	1.00	780.00
Finishing Roadbed and Slopes	All	Required		3,000.00
18-inch Concrete Pipe	640	lin.ft.	4.25	2,720.00
24-inch Concrete Pipe	26	lin.ft.	5.60	145.60
Extra for Pipe Under Pavement	50	lin.ft.	6.00	300.00
2-1/2 Inch Galvanised Water Pipe	190	lin.ft.	1.00	190.00
3-Inch Galvanized Water Pipe	90	lin.ft.	2.00	180.00
4-Inch Galvanised Water Pipe	190	lin.ft.	3.00	570.00
1-1/2 Inch Electrical Conduit	1,600	lin.ft.	1.25	2,000.00
2-Inch Electrical Conduit	140	lin.ft.	1.50	210.00
2-1/2 Inch Electrical Conduit	90	lin.ft.	2.00	180.00
18-Inch Culvert End Sections	12	only	40.00	480.00
Class "A" Concrete	90	cu.yds.	55.00	4,950.00
Metal Reinforcement	14,000	lbs.	.16	2,240.00
Concrete Curbs	4	cu.yds.	55.00	220.00
Metal Guard Rail	16,800	lin.ft.	2.40	40,320.00
Metal Median Barrier	330	lin.ft.	3.75	1,237.50
Guide Posts, Double Reflector	44	only	5.00	220.00
Guide Posts, Type W-1	190	only	5.00	950.00
Guide Posts, Type Y-2	260	only	5.25	1,365.00
Guide Posts, Type Y-3	4	only	7.00	28.00
Type 3 Fence	150	rods	12.00	1,800.00
Coarse Crushed Material in Base	132,300	tons	.95	125,685.00
3/4" - 0 Material in Base	34,200	tons	.95	32,490.00
Sprinkling	3,360	M-gals.	2.00	6,720.00
Preparation of Base	All	Required		2,500.00
3/4" - 0 Material in Binder Course	1,600	cu.yds.	2.25	3,600.00
Furnishing and Placing Aggregates	3,680	cu.yds.	2.50	9,200.00
MC-2 Asphalt	260	tons	51.00	13,260.00
120-150 Asphalt	280	tons	51.00	14,280.00
RS-1 Asphalt	80	tons	52.00	4,160.00
Extra for Oiling Approaches	7	only	30.00	210.00

Federal Aid
Project No. I-80N-8(8(372

Asphaltic Concrete Mixture	36,800	tons	$3.20	$117,760.00
85-100 Asphalt in Mixture	2,200	tons	40.00	88,000.00
Extra for Paving Approaches	8	only	30.00	240.00
Asphaltic Concrete Traffic Markers	3,800	lin.ft.	.70	2,660.00
				10
				$577,901.80
Work by Idaho Power Co.	All Required			525.00
Flagging (57½% of Contractor's Cost)	All Required			1,000.00
Seeding and Mulching	All Required			1,220.00
Project Limit Signing	All Required			1,500.00
				$582,146.10

Signing (Sta. 1159+00 to Sta. 1359+20)(Contract No. 5596)

Removal of Existing Sign Installation	All Required (40%)			177.76
Single Post Butterfly Mast Arm Sign Structure (Sta. 1290)	1	only	2,203.19	2,203.19
Furnish 8" BP 36# Steel Piling	347	lin.ft.	5.04	1,748.88
Drive Steel Piles	20	only	85.36	1,707.20
Metal Sign Posts	All Required (65%)			2,380.94
Wood Sign Posts	All Required (55%)			2,733.68
Type "A" Signs in Place	1405.3	sq.ft.	7.77	10,919.18
Type "B" Signs in Place	42.0	sq.ft.	7.35	308.70
Type "C" & "D" Signs in Place	799.0	sq.ft.	4.08	3,259.92
Type "E", "F" & "G" Signs in Place	143.1	sq.ft.	5.63	805.65
Type "J" Signs in Place	8.4	sq.ft.	8.19	68.80
				$ 26,313.90

Length of Roadway	3.735 miles
Length of 5 Structures.	0.057 mile
Length (Total).	3.792 miles
Cost of Roadway per mile.	$190,301.47

Illumination (Sta. 1180+35 and Sta. 1296+33.44)

North Ontario Interchange

Illumination	All Required	$ 15,500.00

Idaho Avenue Interchange

Illumination	All Required	22,200.00
		37,700.00
	Subtotal	$648,160.00
	10% Engr. & Cont.	64,616.00
		$710,776.00

Project No. I-80N-8(8)372

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 900.00	$ 100.00
Roadway	710,776.00	653,100.00	57,676.00
	$711,776.00	$654,000.00	$57,776.00

P.A. Status	$641,360.71	$592,000.00
P. S. & E. Status	70,415.29	62,000.00
	$711,776.00	$654,000.00

ONTARIO-IDAHO STATE LINE SECTION

Project No. I-80N-8(8)372

Estimated Costs of Work by the Idaho Power Co.

Material	$335.00
Labor	164.00
Equipment	15.00
Overhead	48.00
Salvage Credit	37.00 Cr.
	$525.00
Use	$525.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-8(8)372

ONTARIO-IDAHO STATE LINE SECTION OF THE OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, March 25, 1960

Type Code P. E.

Preliminary Engineering	All Required	$	$ 1,000.00

Type Code 6201
Roadway (Sta. 1159+00 to Sta. 1359+20)(Contract No. 5471)

Drainage Excavation, Unclassified	150	cu. yds.	$3.00	$ 450.00
Embankment in Place	185,000	cu. yds.	0.40	74,000.00
Furnishing and Placing Topsoil	12,400	cu. yds.	1.50	18,600.00
Loading and Placing Topsoil	780	cu. yds.	1.00	780.00
Finishing Roadbed and Slopes	All	Required		3,000.00
18-inch Concrete Pipe	640	lin. ft.	4.25	2,720.00
24-inch Concrete Pipe	26	lin. ft.	5.60	145.60
Extra for Pipe Under Pavement	50	lin. ft.	6.00	300.00
2½-inch Galvanized Water Pipe	190	lin. ft.	1.00	190.00
3-inch Galvanized Water Pipe	90	lin. ft.	2.00	180.00
4-inch Galvanized Water Pipe	190	lin. ft.	3.00	570.00
1¼-inch Electrical Conduit	1,600	lin. ft.	1.25	2,000.00
2-inch Electrical Conduit	140	lin. ft.	1.50	210.00
2½-inch Electrical Conduit	90	lin. ft.	2.00	180.00
18-inch Culvert End Sections	12	only	40.00	480.00
Class "A" Concrete	90	cu. yds.	55.00	4,950.00
Metal Reinforcement	14,000	lbs.	0.16	2,240.00
Concrete Curbs	4	cu. yds.	55.00	220.00
Metal Guard Rail	16,800	lin. ft.	2.40	40,320.00
Metal Median Barrier	330	lin. ft.	3.75	1,237.50
Guide Posts, Double Reflector	44	only	5.00	220.00
Guide Posts, Type W-1	190	only	5.00	950.00
Guide Posts, Type Y-2	260	only	5.25	1,365.00
Guide Posts, Type Y-3	4	only	7.00	28.00
Type 3 Fence	150	rods	12.00	1,800.00
Coarse Crushed Material in Base	132,300	tons	0.95	125,685.00
3/4" - 0 Material in Base	34,200	tons	0.95	32,490.00
Sprinkling	3,360	M-gal.	2.00	6,720.00
Preparation of Base	All	Required		2,500.00
3/4" - 0 Material in Binder Course	1,600	cu. yds.	2.25	3,600.00
Furnishing and Placing Aggregates	3,680	cu. yds.	2.50	9,200.00
MC-2 Asphalt	260	tons	51.00	13,260.00
120-150 Asphalt	280	tons	51.00	14,280.00
RS-1 Asphalt	80	tons	52.00	4,160.00
Extra for Oiling Approaches	7	only	30.00	210.00
Asphaltic Concrete Mixture	36,800	tons	3.20	117,760.00
85-100 Asphalt in Mixture	2,200	tons	40.00	88,000.00
Extra for Paving Approaches	8	only	30.00	240.00
Asphaltic Concrete Traffic Markers	3,800	lin. ft.	0.70	2,660.00
				$577,901.10

Work by Idaho Power Co.	All Required	$	$ 525.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Seeding and Mulching	All Required		1,220.00
Project Limit Signing	All Required		1,500.00
			$582,146.10

Signing (Sta. 1159+00 to Sta. 1359+20)(Contract No. 5596)

Removal of Existing Sign Installation	All Required (40%)		$ 177.76
Single Post Butterfly Mast Arm Sign Structure (Sta. 1290)	1 only	$2,203.19	2,203.19
Furnish 8" BP 36# Steel Piling	347 lin. ft.	5.04	1,748.88
Drive Steel Piles	20 only	85.36	1,707.20
Metal Sign Posts	All Required (65%)		2,380.94
Wood Sign Posts	All Required (55%)		2,733.68
Type "A" Signs in Place	1,405.3 sq. ft.	7.77	10,919.18
Type "B" Signs in Place	42.0 sq. ft.	7.35	308.70
Type "C" & "D" Signs in Place	799.0 sq. ft.	4.08	3,259.92
Type "E", "F" and "G" Signs in Place	143.1 sq. ft.	5.63	805.65
Type "J" Signs in Place	8.4 sq. ft.	8.19	68.80
			$ 26,313.90

Illumination (Sta. 1180+35 and Sta. 1296+33.44)

North Ontario Interchange Illumination	All Required	$	$ 13,500.00
Idaho Avenue Interchange Illumination	All Required		22,200.00
			$ 35,700.00
	Subtotal		$644,160.00
	10% Engr. & Cont.		64,416.00
	Total		$708,576.00

Length of Roadway - - - - - - 3.735 Miles
Length of 5 Structure - - - - 0.057 Mile
Total Length- - - - - - - - - 3.792 Miles
Cost of Roadway Per Mile- - - $189,712.44

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 900.00	$ 100.00
Roadway	708,576.00	653,100.00	55,476.00
	* $709,576.00	$654,000.00	$55,576.00
*			
P.A. Status	$641,360.71	$592,000.00	
P.S. & E. Status	68,215.29	62,000.00	
	$709,576.00	$654,000.00	

ONTARIO-IDAHO STATE LINE SECTION

PROJECT NO. I-80N-6(8)372

Estimated costs of work by the Idaho Power Co.

Material		$335.00
Labor		164.00
Equipment		15.00
Overhead		48.00
Salvage Credit		37.00 Cr.
		$525.00
	USE	$525.00

Contract No 5471 8-14-59 1

RECEIVED AUG 17 1959 FOR FILING

I-80N-8(8)372

5471

Monthly Transaction No. 7 1	Form 2 (9-1) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
		County **Malheur**
Project Report No. 7	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **I-80N-8(8)372**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **North end I-80N-8(6)372 to Snake River Crossing, coincides with termini of I-80N-8(6)372 (Ontario-Snake River Section)**

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	**3-27-59**	**---**
Rights-of-Way		
Construction	**3-27-59**	**3.8**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **641,361**	Federal funds $ **592,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
~~Deputy~~ **State Highway Engineer**
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **August 14, 1959**

USComm-DC 40257

August 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Ontario-Idaho State Line Section, Project No. I-80N-8(8)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

July 31, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Ontario-Idaho State Line Section, Project No. I-80N-8(8)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:br

Federal Aid
Oregon State Highway Department | Project No. I-80N-8(8)372

ONTARIO-IDAHO STATE LINE SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 31, 1959

Type Code P.E.

Preliminary Engineering	All Required	$	$ 1,000.00

Type Code 6202
Roadway (Sta. 1159+00 to Sta. 1359+20) (Contract No. 5471)

Drainage Excavation, Unclassified	150	cu. yds.	$3.00	$ 450.00
Embankment in Place	185,000	cu. yds.	0.40	74,000.00
Furnishing and Placing Topsoil	12,400	cu. yds.	1.50	18,600.00
Loading and Placing Topsoil	780	cu. yds.	1.00	780.00
Finishing Roadbed and Slopes	All	Required		3,000.00
18-inch Concrete Pipe	640	lin. ft.	4.25	2,720.00
24-inch Concrete Pipe	26	lin. ft.	5.60	145.60
Extra for Pipe Under Pavement	50	lin. ft.	6.00	300.00
2½-inch Galvanized Water Pipe	190	lin. ft.	1.00	190.00
3-inch Galvanized Water Pipe	90	lin. ft.	2.00	180.00
4-inch Galvanized Water Pipe	190	lin. ft.	3.00	570.00
1½-inch Electrical Conduit	1,600	lin. ft.	1.25	2,000.00
2-inch Electrical Conduit	140	lin. ft.	1.50	210.00
2½-inch Electrical Conduit	90	lin. ft.	2.00	180.00
18-inch Culvert End Sections	12	only	40.00	480.00
Class "A" Concrete	90	cu. yds.	55.00	4,950.00
Metal Reinforcement	14,000	lbs.	0.16	2,240.00
Concrete Curbs	4	cu. yds.	55.00	220.00
Metal Guard Rail	16,800	lin. ft.	2.40	40,320.00
Metal Median Barrier	330	lin. ft.	3.75	1,237.50
Guide Posts, Double Reflector	44	only.	5.00	220.00
Guide Posts, Type W-1	190	only	5.00	950.00
Guide Posts, Type Y-2	260	only	5.25	1,365.00
Guide Posts, Type Y-3	4	only	7.00	28.00
Type 3 Fence	150	rods	12.00	1,800.00
Coarse Crushed Material in Base	132,300	tons	0.95	125,685.00
3/4" - 0 Material in Base	34,200	tons	0.95	32,490.00
Sprinkling	3,360	M-gal.	2.00	6,720.00
Preparation of Base	All	Required		2,500.00
3/4" - 0 Material in Binder Course	1,600	cu. yds.	2.25	3,600.00
Furnishing and Placing Aggregates	3,680	cu. yds.	2.50	9,200.00
MC-2 Asphalt	260	tons	51.00	13,260.00
120-150 Asphalt	280	tons	51.00	14,280.00
RS-1 Asphalt	80	tons	52.00	4,160.00
Extra for Oiling Approaches	7	only	30.00	210.00

Asphaltic Concrete Mixture	36,800 tons	$3.20	$117,760.00
85-100 Asphalt in Mixture	2,200 tons	40.00	88,000.00
Extra for Paving Approaches	8 only	30.00	240.00
Asphaltic Concrete Traffic Markers	3,800 lin. ft.	0.70	2,660.00
			$577,901.10
Work by Idaho Power Co.	All Required		525.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Seeding and Mulching	All Required		1,220.00
Project Limit Signing	All Required		1,500.00
	Subtotal		$582,146.10
	10% Engr. & Cont.		58,214.61
	Total		$640,360.71

Length of Roadway - - - - - - - -	3.735 Miles
Length of 5 Structures- - - - -	0.057 Mile
Total Length- - - - - - - - - - -	3.792 Miles
Cost of Roadway Per Mile- - - -	$171,448.65

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 900.00	$ 100.00
Roadway	640,360.71	591,100.00	49,260.71
	$641,360.71	$592,000.00	$49,360.71

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Retained in Program Status:

Work: Traffic Signs and Illumination
Federal Funds: $237,000.00

ONTARIO-IDAHO STATE LINE SECTION

PROJECT NO. I-80N-6(8)372

Estimated costs of work by the Idaho Power Co.

Material		$335.00
Labor		164.00
Equipment		15.00
Overhead		48.00
Salvage Credit		37.00 Cr.
		$525.00
	Use	$525.00

RECEIVED
FEB 7 1962
FOR FILING

5471

February 6, 1962

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

A post-final payment in the amount of $1,472.15 will be made to Rogers Const. Co., on contract #5471 for paving the Ontario-Idaho Line Section of the Old Oregon Trail in Malheur County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $594,690.55, including the post-final payment. Of the total, $11,426.67 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

cc: Rogers Const. Co.,
11760 NE Glisan St.,
Portland 16, Oregon

RECEIVED
JAN 30 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

January 25, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Oregon Project I-80N-8(8)372, Contract 5471
Ontario-Idaho State Line

Your January 22, 1962 letter requested our approval of Price Agreement No. 4 covering alleged extra cost of concrete curbs for which our approval was previously denied by letter dated June 6, 1961.

Your present request contains no additional information or justification than accompanied your earlier request except to inferentially dispute our former statement that the work had been performed by a subcontractor at a profit to the prime contractor. We accept your statement that the work was performed by the contractor's own forces at a financial loss.

You will realize that there always will be overruns in quantities of minor items. To recognize contractor's claims for an increase in contract prices for such overruns would set a precedent that would result in an avalanche of future claims. This fact is recognized by your general specifications, Section 1.9.5 which states in part that, "Unless such alterations and increases or decreases materially change the character of the work to be performed, or the cost thereof, the altered work shall be paid for at the same unit prices as the other parts of the work".

In this instance there was no alteration of the type of work specified. It was simply an increase in the length of a bid item. As for "the cost thereof" mentioned in the above quote, obviously this refers to an increase in unit cost due to an altered design and not to an increase of quantities on an unaltered design.

We must again deny approval of this price agreement. Accordingly all but one copy is returned herewith.

On numerous occassions during the past 10 years we have requested earlier submissions of P. S. and E. assemblies to the end that a proper review could be made and any required changes could be effected, prior to advertising. This you have agreed to do but seldom have you actually complied. In the subject instance the second paragraph of your letter admits of insufficient time to make the necessary revisions and distribute them to contractors prior to bid opening. In such cases you will realize we cannot be very cooperative in claim approvals arising from P. S. and E. insufficiency that have been called to your attention by our engineers.

Attachments

original To Young 1-26 62

RECEIVED
JAN 22 1962
FOR FILING

5471

January 22, 1962

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 3 covering extra cost for laying asphaltic concrete mixture in island on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5471, in connection with Federal Aid Project No. I-80N-6(9)372.

At the request of the BPR, the plans for jiggle bar barriers at the Idaho Ave. Interchange were revised to a concrete island with 2" of asphaltic concrete inside of the island.

This agreement is to reimburse the contractor for the extra cost of placing the asphaltic concrete behind the concrete curb forming the island. This cost is based on the cost records for labor, equipment rental and supplies.

Approval of this requirement is given in your memorandum of June 6, 1961.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

Enc.

DBP:cr

RECEIVED
JAN 23 1962
FOR FILING

5471

January 22, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 4 covering extra cost of concrete curbs on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5471, in connection with Federal Aid Project No. I-80N-3(8)372. This is the same agreement as the No. 2 noted in your memorandum dated June 6, 1961. Reconsideration is requested.

The revision from A.C. markers to a median curb section was made at the request of the Bureau of Public Roads. The change in the plans and specifications could not be completed until a very short time before bids were taken and distribution of the revisions was not made to plan holders before bid opening on account of time.

The original bid was based on four cubic yards of concrete curbs. The contractor planned to use wooden forms and local crews for the work. When the quantities were increased, it was necessary for him to revise construction plans, as the wood forms could not be reused for the revised quantities.

The contractor asked for estimates from local contractors with the idea of subcontracting the curb work. The quotations he received were $74.50 and $76.25 per cubic yard. Instead of subcontracting the work, steel forms were rented, two cement finishers and a carpenter from Bechtel's crew, La Grande, were hired and carried on Rogers' payroll. The net cost of constructing the curb was $72.77 per cubic yard.

After reviewing estimates as noted in the paragraph above, the contractor notified the engineer that claims would be made for the extra cost in constructing curbs. In accordance with Sections 1.9.5 and 1.9.6 of our General Specifications the contractor is entitled to the extra costs due to material alterations in the plans.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

DBP:mmb

RECEIVED
JAN 10 1962
FOR FILING

5471

file

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1962

SUBJECT: P.A. #2 (Extra Payment for Curbs)
Ontario-Idaho Line Section
Old Oregon Trail Highway
Contract No. 5471

To:
Memo to the Files

The reasons set forth by the Bureau of Public Roads for refusing to participate in the additional cost of constructing curbs on this contract have been investigated.

The bid on this project was for 4 cubic yards of concrete curbs. With this amount to be constructed, the contractor planned to use wood forms and a local crew; the amount involved could not hurt the job much even if he did lose badly on this one item. But when the amount of curbs was increased to over 70 cubic yards, it became immediately evident to the contractor that the wood forms he had planned to use could not be reused a sufficient number of times to do the job.

So, Rogers made arrangements with Bechtel Bros. of LaGrande to rent steel forms for the curb work, and also hired a carpenter and two cement finishers from Bechtel's crew. The men were regular employees of Bechtel Bros., and would not go to Ontario without payment of subsistence. In order to get the crew, Rogers agreed to pay this. The men were Williams (carpenter), Murphy and Bales (cement finishers) and were carried on Roger's payroll. The work was done between April 7 and May 9. Other men worked on the curbs in addition to these men; a loader, flatbed truck, water truck, etc., were used and these pieces of equipment were operated by Rogers' regular crews.

The contention of the Bureau of Public Roads that the curbs were constructed under a subcontract at less than bid prices is entirely without foundation. The men from Bechtel Bros. were carried on Rogers payroll, and were shown on the weekly payroll reports as employees. Both Rogers and Bechtel deny the existence of any type of subcontract, and there is no subcontract on record.

It is recommended that the Price Agreement be resubmitted to the Bureau with a request for reconsideration.

NOTED
R. L. PORTER

F. D. Morgan
Construction Engineer

By CHBaker

C. H. Baker
Ass't. Field Construction Engineer

RECEIVED
Jan 9 1962

CHB:fp
cc R. L. Porter
L. H. Young

RECEIVED
OCT 26 1961
FORM E-30 50M 7-60 29395
FOR FILING

I-80N-8(8)[illegible]72

5471

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1961

NOTE:
W. C. WILLIAMS

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
BUILDING

I attach hereto Price Agreements on which participation has been denied by the Bureau of Public Roads and a rough draft of a letter to Deputy Commissioner Frank Turner.

I wish to advise you further that the Bureau has denied participation of the negotiated settlement with Compton on the Perry-Orodell Section, but I believe it not advisable to include it in this appeal.

Tom Edwards
Construction Engineer

TE:jw

cc R. L. Porter

John Day River Interchange -

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

BPR comment

L.V.

NOTED
FORREST COOPER

FORM E-90 80M 11-58 18990

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 23, 1961

SUBJECT: Price Agreement No. 2
Ontario-Idaho Line Section
Contract 5471

To:

Mr. Tom Edwards
Construction Engineer
Salem

Pursuant to your request of February 21st we are submitting herewith signed price agreement by Roger's Construction Company for the construction of concrete curbs over and above plans.

A. F. Parson
Division Engineer

AFP:gb

[illegible] DIVISION
RECEIVED
MAR 24 1961
NOTED -

Salem, Oregon
March 14, 1961

Ontario-Idaho Line Section

MEMO TO THE FILES

There have been two claims under investigation on this project. Both claims stem from a change in plans wherein a barrier between the eastbound lanes and the eastbound off legs at the Idaho Avenue Interchange was revised. The bidding plans called for an A.C. jiggle bar installation. This was revised to a concrete island installation with A.C. placed in the inside of the island.

Claim No. 1, in the amount of $353.24 is extra cost above bid for placing A.C. between the curbs of the island.

$353.24
1118.94
$1,472.18

Claim No. 2, in the amount of $1,118.94 is for increased costs of installing the concrete curbs themselves. The plans called for 4 cubic yards of concrete curbs whereas we actually used 66.968 cubic yards. The contractor bid $55.00 per cubic yard for this concrete work on the basis that he would do the work using his own excess men. However, the increased yardage made it necessary to hire outside forces and pay $72.77 per yard for the work.

Below is listed the pertinent facts leading to the claim in chronological order:

1- Advertising date - 3-26-59.

2- Bureau of Public Roads requested verbally that we change jiggle bar installation to curb installation eventually constructed.

3- Revised plan sheet showing the change requested was printed - 4-8-59.

4- Since item was small and time limited, revised sheets were not sent to plan holders.

5- Bids were taken on the project without change being included - 4-16-59.

6- Revised sheets forwarded to contractor and field office soon after bid opening date.

7- Contract awarded to Rogers Construction Co. - 5-14-59.

8- Rogers' superintendent verbally informed resident engineer that he could not perform the changed work at his bid prices and would expect additional compensation. - Early February, 1960.

B

R

Contr. No. 5471 Section Ontario - Idaho Line F. A. No. I80N 8(1)32

Type Order PA No. 2 Amount 1,118.94 Funds in Project Author. —

Status of Total Project Authorization Over ____ % ____ Under ____ 1.4 % ____

Explanation (Why) and Comments Increase in concrete curb resulting in change in Divider design requested by B.P.R. prior to letting.

Price Checked by Cost Analyst ____ Discussed Field Constr. Engr. LWR

Discussed B.P.R. 3/27 1961 and prior

Action Recommended B.P.R. Denial By L. Jensen

cc C.C. Polk.

RECEIVED
FEB 27 1961
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-80N-8(8)372

5471

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 21, 1961

Rogers Construction Company
11760 N.E. Glisan Street
Portland 20, Oregon

Attention Mr. Chas. McInroe

Gentlemen:

I have your letter of January 23d with respect to the 1,475 per cent overrun on the curb item on Contract No. 5471, Ontario-Idaho Line Section.

I must extend my apologies for having addressed a letter to you on September 30, 1960 without having had all of the facts attendant to the matter.

I am, therefore, returning the matter to Mr. Parson together with the pertinent file thereon and asking him, by a copy of this letter, to execute a Price Agreement which would cover your loss on this item.

Very truly yours,

W. C. Williams
State Highway Engineer

By ORIGINAL SIGNED BY
TOM EDWARDS
Tom Edwards
Construction Engineer

TE:jw

cc/attach. A. F. Parson

cc Forrest Cooper

RECEIVED
FEB 22 1961
OFFICE OF
STATE HIGHWAY ENGINEER

W. R. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND 20 OREGON

CONSTRUCTION DIVISION
RECEIVED
FEB 1
NOTED

January 23, 1961

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Tom Edwards

Re: Item 18 - Concrete Curbs. Ontario-Idaho Line Section. Contract No. 5471

Gentlemen:

We are enclosing herewith copies of correspondence relating to the greatly increased quantities in the above item, together with our billing in the amount of $1,118.94 as the balance due us on this item due to the increased costs involved in the overrun from 4 cubic yards as bid to 66.968 cubic yards as finally placed. The change in the figures from those originally submitted is due to the final quantities as submitted by your Engineer on the final estimate.

We have had considerable correspondence on this, all of which has been unsatisfactory. Since receipt of the final estimate, we find the status of this item to be as follows:

We bid on Item 18 Concrete Curbs 4 cubic yards @ $55.00 per cubic yard. On the final estimate we received 66.968 cubic yards @ $55.00 per cubic yard for a total of $3,683.24, while our costs on this item was $4,873.23, which based on the final quantities of 66.968 cubic yards resulted in a net cost per cubic yard of $72.77. We realize that we will have to furnish the 4 cubic yards as bid @ $55.00 per cubic yard, however, we expect to be reimbursed for the balance of the costs or $1,118.94 as per our billing. We feel that we are justified in the above claim due to the following:

The State of Oregon was advised in our letter of February 18 prior to any work being performed that additional costs would be incurred if the curb yardage was increased. This was based on bid estimates received by us from local contractors in that area of $74.50 and $76.25 per cubic yard. No reply was received from your Engineer disavowing increased costs. On July 19, after this work had been done, costs were prepared and submitted to your Engineer, who in turn prepared a price agreement covering the increased costs, which in turn was submitted to us for signature. We signed this price agreement, returning same to your Engineer for further processing. We then received a letter from the Highway Department rescinding this price

REFERRED TO
Klahne
By Ass't. Construction Engineer
Better discuss w/ TE

agreement, to which we took exception in our letter of August 28 in which we endeavored to explain the reasons as to why the additional costs were unavoidably incurred.

We have to take exception to your letter of September 30 denying us any recourse for this claim: First, as stated above, we could not even obtain local contractors to do this work except on the above stated bid basis; nor were we at any time ever furnished with any plans for this work. Your average cost per cubic yard for the State does not have any bearing whatsoever on this work in this area.

We believe further, contrary to your letter of September 30 that this is a complete change of plans and specifications according to and quoting Paragraph 1.9.5 of the General Specifications "Unless such alterations and increases or decreases materially change the character of the work to be performed or the cost thereof". It has definitely proved from the above work costs increased and alterations were made from the original plans.

We do not think that you would ask a contractor who has bid on an item to proceed and the work a hardship on him, or take advantage of him when you had been previously advised before the work was done that costs would be greater than bid due to greatly increased quantities.

For the above reasons, we believe that we have the above amount due us.

Yours very truly,

ROGERS CONSTRUCTION CO.

Chas McIntire

ROGERS CONSTRUCTION CO.
GENERAL ROAD CONTRACTORS

AGC

11760 N. E. GLISAN STREET
PORTLAND 20, OREGON

January 23, 1961

Oregon State Highway Department

Salem, Oregon

Item 18 - Concrete Curbs - Ontario-Idaho Line, Contract No. 5471

Contract Bid Item - 4 Cu. Yd. @ 55.00	220.00
Overrun- 62.968 cu. yd. @ 72.77 cost	4,582.18
	4,802.18
State allowed - 66.968 cu. yd. @ 55.00	3,683.24
Balance due on cost of overrun	$1,118.94

RECEIVED
NOV 18 1960
FOR FILING

1-41 N 8(4)

5471

November 18, 1960

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

State Highway contract #5471 for paving the Ontario-Idaho Line Section of the Old Oregon Trail in Malheur County was completed by the contractor, Rogers Construction Co., on July 26, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $17,845.39 will be released to the contractor on or after November 28, 1960. The total contract amount is $593,218.40, of which amount $11,426.67 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

cc: Rogers Construction Co.,
11760 NE Glisan Street
Portland, Oregon

RECEIVED
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-80N-4(4)312

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

September 30, 1960

Rogers Construction Company
11760 N. E. Glisan Street
Portland 20, Oregon

Gentlemen:

Under date of June 28, 1960 you submitted a claim in the amount of $3,962.58 to Division Engineer Parson due to overrun in Item 18, Concrete Curbs, on the Ontario-Idaho Line project.

This curb was constructed on relatively flat grade with no sharp horizontal or vertical curves. Your bid price of $55 per cubic yard is well above the average state bid price of $42.25 for the past year. Plans were supplied to you well in advance of the placement of base rock which had to precede the curb construction.

For these reasons we do not feel that the increase in quantities, material as they were, increased the difficulty or the character of the work to any degree. We cannot, therefore, recognize your claim on this item.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Tom Edwards
Construction Engineer

NOTED
FORREST COOPER

TE:jw

RECEIVED

cc W. C. Williams
C. H. Maison
R. L. Porter
A. F. Parson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 20, 1960

SUBJECT: Price Agreement No. 2
Overrun Concrete Curbs
Ontario-Idaho Line Section
Old Oregon Trail Highway
Contract No. 5471

To:

Mr. F. B. Klaboe
Field Construction Engineer
Salem

Pursuant to your request, under date of August 11, 1960, I have checked further with Rogers Construction Company, who have submitted the attached letter along with their Force Account Statements and Costs.

Mr. Weber has also submitted his letter under date of September 7, 1960.

I do not believe that the contractors letter is very conclusive, therefore, I am unable to forward conclusive documentation. Therefore, it is recommended that the contractors claim be denied. Please advise.

A. F. Parson
Division Engineer

AFP:gb

CONSTRUCTION DIVISION
RECEIVED
SEP 22 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
September 7, 1960

SUBJECT: P.A. # 2, Overrun-Conc. Curbs
Ontario-Idaho Line Sect
Old Oregon Trail Hwy
Contract # 5471

To:
Mr. A.F.Parson
Division Engineer
La Grande, Oregon

Herewith the return of the billing from the Rogers Construction Company, with the following comment as you requested.

Referring to the last paragraph in Mr. Klaboe's letter, The character of the work and the difficulty was not changed except for the two radial returns on each end of the long curb, between the main line and the B line neither one of which entailed much extra work. Other than this the work was all on the flat with no sharp curves either vertical or horizontal.

Further they asked Mr. Johnson, an Ontario curb contractor for a price for the work and he came up with a price of $68.00 per yard. I talked with him on March 29, 1960 and he admitted that he had quoted a price of $68.00 per yard, but also said that he could do the work at a profit for $1.40 per lineal foot, which amounts to about $45.50 per yard based upon each yard going approximately 32.5 feet, which it figures to do on Type 'C' curb. Why Mr. Johnson quoted this figure, I have no idea unless he was instructed to come in with a high bid.

Their letter of transmittal claims that time was lost due to indecision on the part of the State which was entirely untrue for the plans and grades were ready far ahead of the contractors operations which consisted of placement of the base rock on the road plus some grading along the Mutch frontage before the curb could be started.

Loren [illegible]. Weber
Resident Engineer

RECEIVED
DIVISION OFFICE
LA GRANDE

CONSTRUCTION DIVISION
RECEIVED
SEP 8 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE ACE

W. R. ROGERS
[illegible]ALD G. ROGERS

ROGERS CONSTRUCTION CO.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND 20, OREGON

August 24, 1960

RECEIVED
AUG 25 1960
DIVISION OFFICE
LA GRANDE

Mr. A. F. Parson
Division Engineer
Oregon State Highway Department
La Grande, Oregon

Re: Concrete Curbs
Ontario-Idaho Line Section
State Contract No. 5471

Dear Sir:

With reference to the excessive overrun of Item 18, "Concrete Curbs," on the above project, we have your letter of August 15 together with copy of Mr. Klaboe's letter of August 11 and are enclosing our costs on this item prepared on force account basis for all expense involved in the construction of this item.

Our total costs amount to $4,873.23, which, based on an allowance as represented by your engineer of a total of 65 cu.yds., our cost is $74.97 per cu.yd. against which you have made us an allowance of 65 cu.yds. @ $55.00, or a total of $3,575.00 or a difference of $1,298.23.

We are quite familiar with paragraph 1.9.5 of the General Specifications as to increases and decreases in bid quantities, however in this case the increase from 4 cu.yds. to 65 cu.yds. materially altered this item from the quantity bid against the quantity which was eventually required, especially when the curbs were placed at a different location than that shown on the plans. This increase forced us to go out and hire both equipment and personnel to do this work. Had this work been done as originally set up in the plans, wooden forms could have been used, however, due to the excessive increase, it was necessary to use steel forms and obtain the proper personnel, which materially increased our costs. Not only that, but there was considerable lost time due to the fact that no one could seem to make up their minds as to what was going to be done.

You have copies of all invoices, detail of labor and equipment which should certainly be evidence enough that our costs are as shown and we will certainly stand on our rights due to the character and type of this work being materially changed.

Your engineer was repeatedly advised that this additional work could not be performed at the price bid, and he was also advised in writing prior to starting this work.

Yours very truly,

ROGERS CONSTRUCTION CO.

J. Olson

J. L. Olson

JLO:ec

6-4-9-B

Salem, Oregon
August 11, 1960

Ontario-Idaho Line Section

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

I have received Price Agreement No. 2 on this project wherein you propose to pay the contractor on this project $62.93 per cubic yard for concrete curbs in excess of the bid quantity of 4 cubic yards plus 25 per cent. The unit bid for this item was $55.00. Apparently, the only reason for allowing the additional payment of $7.93 per cubic yard for the overrun of 62.968 cubic yards is the overrun of the item itself. Incidentally, the 25 per cent figure means absolutely nothing under the May 1, 1954 specification form. It did have certain meaning under the older specification form.

Your attention is directed to Paragraph 1.9.5 of the general specification form. The first part gives us the right to increase, decrease or alter the work as we see fit. Then this statement is made, "Unless such alterations and increases or decreases materially change the character of the work to be performed or the cost thereof, the altered work shall be paid for at the same unit prices as other parts of the work."

Under the circumstances, I can not recommend approval of this Price Agreement and am returning it to you. If you can forward documentation that the increase in this item made the work materially more difficult or more costly than the original bid quantity, I will of course forward a new Price Agreement with recommendation for approval.

Tom Edwards
Constuction Engineer

By

F. B. Klaboe
Field Construction Engineer

FBK:fp
Enc.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 25, 1960

SUBJECT: Price Agreement No. 2
Ontario-Idaho Line Section
Old Oregon Trail Highway
Contract No. 5471

To:

Mr. Tom Edwards
Construction Engineer
Salem

Herewith price agreement along with a letter from the Rogers Construction Company regarding the increased costs due to overrun of curbs on subject project.

Original quantities set four yards, contractor has agreed to 25% overrun or a total of five cubic yards at contract price of $55.00 per cubic yard. However, since the quantities were originally small he somewhat unbalanced his bid and is now claiming $63.92 per cubic yard for the overrun of the 62.968 yards. This amounts to $7.93 a yard above the contract bid price. Since his original bid price was low I would recommend that we pay him in accordance with the price agreement.

A. F. Parson
Division Engineer

AFP:gb

CONSTRUCTION DIVISION
RECEIVED
JUL 26 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

[illegible]

ROGERS CONSTRUCTION CO.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND 20, OREGON

NOTED
C. D. CANNON

June 28, 1960

Mr. A. P. Parson, Division Engineer
Oregon State Highway Department
LaGrande, Oregon

Re: Item 18 - Concrete Curbs
Ontario-Idaho Line Section. Contract No. 5471

Dear Mr. Parson:

Please refer to our letter of February 23, 1960 to Mr. Loren Weber, Resident Engineer, copy to you, regarding the extension of Item 18 - concrete curbs on the above project, the increase being from the contract amount of 4 c.y. to 71 c.y. placed.

We bid on this item - 4 c.y. @ 55.00	220.00
Plus 25% contract increase - 1 c.y. @ 55.00	55.00
	275.00

Our costs of constructing curbs as follows:	
Labor	
Equipment	1,844.69
Materials and supplies	199.70
71 c.y. @ 59.68+-	2,193.19
Less 5 c.y. @ 55.00 per contract	4,237.58
	275.00
Amount over and above contract	3,962.58

Please advise how you wish to handle the additional costs involved in the overrun on this item.

Very truly yours,

ROGERS CONSTRUCTION CO.

J. L. Olson

J. L. Olson

Price OK
m n Jura
By C.P.

JL/b

cc: Mr. Loren Weber

RECEIVED
JUL 1 1960
DIVISION OFFICE
LA GRANDE

Form E-1—(Rev.)—

I-80N-4(4)372

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 25, 1960

Section Ontario - Idaho Line

Highway Old Oregon Trail County Malheur

Contractor Rogers Construction Co.

Date of contract May 24, 19~~60~~ 59

Date work started November 4, 1959

Project authorization $655,448.74

Exclusive of engineering $608,839.05

Kind of work Paving

Section prefix 623-1084

Contract number 5471

Specified work days 140

Work days used 140

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $595,250.00

Estimated per cent ~~overrun~~ or underrun 1.6 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $46,609.69

Engineering cost to date $49,476.87, 106 %

Date project was completed July 26, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi final estimate turned into Division Office on Tuesday, Sept. 20.

NOTED
JOHN R. OAKES

Noted
M. R. Jove

NOTED
C. E. PAULSEN

CONSTRUCTION DIVISION
RECEIVED
SEP 26 1960
NOTED--
CE ACE ACE COE

Signed Loren A. [illegible]

Address P.O Box 561 Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.5	3.79			
Miles partially completed					
Miles completed	0.5	3.79			
Total estimated quantities (contract)	185,000	166,500			
Total quantities corrected to date	211,000	183,000			
Estimated quantities moved or placed to date	211,000	183,000			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men Contract completed

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

N B.

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FOR FILING

I-84[illegible]
35
5471

August 16, 1960

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction Co., a portion of the funds heretofore retained by the Commission on contract #5471 for paving the Ontario-Idaho Line Section of the Old Oregon Trail in Malheur County.

This payment, in the amount of $15,047.39, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $17,441.64. The present payment will be released on or after August 26, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

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RECEIVED
JUL 29 1960
FOR FILING

I-80N-3(8)372
5471

July 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 26, 1960, on Contract No. 5471, Ontario-Idaho Line Section, in Malheur County, in connection with Federal Aid Project No. I-80N-3(8)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swenson

RECEIVED
1960
FOR FILING
I 80N-3(8)372

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7-21-60

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

5471 Section **Ontario-Idaho Line** Highway **Old Oregon Trail**

County **Malheur** MP______ to MP______ Contractor **Rogers Construction**

Resident Engineer **Loren Weber** Inspector______

Date Completed **July, 1960** Date Reported **July 21, 1960**

Type and Thickness of Wearing Surface **4" B** A. C.____ Oil Mat________ Seal.

N, S, [✓ E], W from MP or Sta **1200+00**

Mile	Wheel Count	Outside Ln. Roughness		Inside Ln. Test Run On		
		Total	Per Mile	Top	Total ~~Base~~	per mi. Seal
1	750	68	68	x	77	77
2	1500	148	80	x	159	82
3	2250	230	82	x	235	76
4	3000					
5	3750					
6	4500					

Average Roughness Per Mile
Outside 77"
Inside 78"

N, S, E, [✓ W] from MP or Sta **1359+00**

Mile	Wheel Count	Outside Ln. Roughness		Inside Ln. Test Run On		
		Total	Per Mile	Top	Total ~~Base~~	per mi. Seal
1	750	87	87	x	78	78
2	1500	169	82	x	155	77
3	2250	242	73	x	240	85
4	3000					
5	3750					
6	4500					

Average Roughness Per Mile
Outside 80.6"
Inside 80"

Remarks: ______

To 75	- Good
75-100	- Fair
Over 100	- Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED
FORREST COOPER

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

RECEIVED
[illegible] 1960
FOR FILING

I-80N-8(8)
372

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 16, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Pipe Line Permit
Old Oregon Trail Hwy.
Idaho Avenue Int.
Project No. I-80N-8(8)372

Dear Sir:

Attached are three identical copies of a permit we propose to issue to the Eastern Oregon Natural Gas Company, covering the location and construction of a two-inch gas line within the Idaho Avenue Interchange of the Old Oregon Trail Highway.

Of the attached permits, two are conformed copies. These are intended for your files. Will you please indicate your approval on the executed copy of the permit and return same to this office for permanent filing.

Mr. R. P. Hamilton, Utilities Permit Engineer, has previously discussed this permit with Mr. Jensen of your office and received his verbal approval of the proposed installation.

Very truly yours,

R. B. Sipprell
Director of Permits

By

G. W. Ross
Assistant Director of Permits

NOTED
P. M. STEPHENSON

dw
Encls.

cc: Mr. P. M. Stephenson

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB - 2 1960
FOR FILING
I 80N 8(8)372

5471

February 1, 1960

Office of the Solicitor
U. S. Department of Labor
307 Appraisers Building
630 Sansome Street
San Francisco 11, California

Attention: Mr. Kenneth C. Robertson
Regional Attorney

Gentlemen:

Please refer to the Secretary of Labor's Decision of January 28, 1960, No. U-13,550, Oregon FA Project No. I-80N-8(8)372, North Ontario-Idaho Line Illumination in Malheur County.

On this project we had requested rates for the basic crafts and for electricians and painters. The Decision failed to list Laborers, Power Equipment Operators and Teamsters, but did give rates for wood pole transmission lines, steel tower transmission lines and telephone line construction.

Our contract will not involve power line construction as this work is normally done by the utility companies on projects of this nature. We do need the rates for Laborers, Power Equipment Operators and Teamsters, together with those now showing on the front sheet of Decision U-13,550.

We would appreciate receipt of a new Decision or a modification of the current one. We wish to advertise this project February 10, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

VGO:sm

A

RECEIVED
JAN - 1 1960
FOR FILING
I-80N-8(8)372
5471

December 31, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering construction of gravel footpath on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5471, in connection with Federal Aid Project No. I-80N-8(8)372.

It is necessary to widen the approach fill to the County Road O'xing structure at Station 1310+05 to accommodate pedestrian traffic and match the sidewalk section of the structure. The sidewalk was not anticipated and the bridge plans were not available when the fill was constructed.

Prior approval for Federal participation in this work has been received.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DHP:jb
Enc.

A

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NOV 20 1959
FOR FILING

I-80N-1(8)372

[illegible]

November 20, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering directional signing on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5471, in connection with Federal Aid Project No. I-80N-8(8)372.

This work is necessary for the direction and guidance of traffic from Idaho Avenue to the Snake River. The signs will direct traffic to the completed structure on the eastbound lane, which will be used for two-way traffic until completion of the westbound lane structure and paving on that lane.

This work has been approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

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NOV 20 1959
FOR FILING

I-80N-8(8)372

5471

November 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering catch inlets and culvert pipe on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5471, in connection with Federal Aid Project No. I-80N-8(8)372.

In order to adequately drain the Idaho Avenue Interchange it is necessary to install catch inlets, 8-inch and 12-inch concrete pipe. These items are not included in the contract.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

[illegible]:jb
Enc.

A

RECEIVED

FORM E-30X—50M—2-59—16160

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

I-80N-6(8)372

5471

Salem, Oregon
November 16, 1959

SUBJECT: Ontario-Idaho Line Section
Old Oregon Trail Highway
Contract No. 5471

To: Memo to the Files:

Discussed with Mr. Cooper this date the paving of the eastbound lanes from the State Line to Idaho Avenue. It was our opinion that time had run out on us, and that the paving at this time could possibly result in inferior work.

This decision was influenced by the fact that Idaho was reluctant to spend $4,000 for necessary cutovers to make their portion operative.

Instructions were issued to the field to not pave this section unless very favorable conditions existed and to discourage paving if possible.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

WCW

LHY:fp

cc Forrest Cooper ✓
A. F. Parson

RECEIVED

A

RECEIVED
NOV 12 1959
FOR FILING

I-80N-8(8)372

5471

November 10, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 4, 1959, on Contract No. 5471, Ontario-Idaho Line Section, in Malheur County, in connection with Federal Aid Project No. I-80N-8(8)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
MONTANA
OREGON
WASHINGTON
1959
FOR FILING

I-80N-8(8)372

5471

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-A

408 State Highway Bldg.
Salem, Oregon

November 10, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Ontario-Idaho Line Section
Old Oregon Trail Highway
Contract No. 5471
Project No. I-80N-8(8)372

Dear Sir:

We are agreeable to your plan as outlined for constructing travel lanes on the ultimate eastbound lane from Idaho Avenue to the Snake River bridge. This construction will connect with Idaho's interstate system at the State line.

We are approving your plan, and in order to insure satisfactory construction at this late season of the year, we will expect that the work be done in full compliance with the requirements of the specification concerning weather conditions and air temperatures for placing asphaltic concrete pavement.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

EdW

RECEIVED
12 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1959
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

[illegible]

5471

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Ontario-Idaho Line Section
Old Oregon Trail Highway
Contract No. 5471
Project No. I 80 N-8(8)372

Dear Sir:

It is considered advisable to open a portion of this project between Idaho Avenue and the Snake River Bridge at the earliest possible date. You are aware that the eastbound bridge across the Snake River and a section of highway in Idaho has been completed making it possible to eliminate the torturous route between Ontario and the easterly connection of the completed Idaho section. Due to the non-completion of the westbound structure across the Snake River, only the eastbound lanes between the Snake River and Idaho Avenue can be utilized at this time.

In connection with this proposed pattern, several items of work must be accomplished which were not planned under the contract. Request for approval and/or participation in the following plan is desired:

1. Remove the binder course proposed from the "D" Line, "A" Line, "I" Line and the main eastbound lanes between Station 1305 and the Snake River.

2. Construct a detour across the median area between eastbound Station 1307 and westbound Station 1301 as shown on the accompanying drawing. Participation is also requested at this time for the removal of this detour at a later date when the four lanes have been surfaced and put into use.

3. Install traffic barriers, lights and signs as detailed on the accompanying sketch at an estimated cost of $4,059.50.

In connection with this construction, it is proposed that the surface be constructed up to and including the asphaltic concrete base course only. The wearing surface on this section will be placed during the paving season in 1960. It will, of course, be necessary to also construct the appurtenant ramps to the undercrossing structure at Station 1296. The pavement on these ramps will have to be increased in thickness to meet the constructed bridge deck. Asphaltic concrete traffic markers proposed on this section will be either eliminated or painted if required for traffic control to implement this plan.

Very truly yours,

Tom Edwards
Construction Engineer

By F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
A. F. Parson
Loren Weber

RECEIVED
NOV - 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
NOV -9 1959
FOR FILING
I-80N-6(8)372
5471

November 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the removal and salvaging illumination on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5471, in connection with Federal Aid Project No. I-80N-6(8)372.

Illumination of the North Ontario Interchange was installed at the completion of the Olds Ferry-Ontario Project. Under this project the interchange will be revised necessitating changes in the lighting. This was anticipated and funds included in the Project Authorization.

The work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

RECEIVED

FOR FILING

5471

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

October 20, 1959

SUBJECT: Ontario-Idaho Line Section
File 26721 - Mutch
Old Oregon Trail Highway
Contract No. 5471

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

Confirming your letter of October 19 that it is not our intent to buy the Mutch property and that we propose to leave an opening in the median barrier opposite the entry to the property.

Please refer to my letter of May 28 and the proposed plan that was sent you at that time. With the idea in mind that you have perhaps lost the same, I forward herewith a copy of the letter and of the plan. Also refer to your letter of June 5 in which you advise that the plan is perfectly feasible and that the revision could be made and would be made.

Please proceed in accordance with this plan.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc Forrest Cooper

NOTED
FORREST COOPER

A

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IDAHO
MONTANA
OREGON
WASHINGTON

When replying refer to
08-35.2

I 80N-8(8)372

5471

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

August 3, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-8(8)372
North Ontario-Idaho Avenue
Interchanges

Dear Sir:

Your letter of July 24, 1959 concerning the preliminary plans of the North Ontario and Idaho Avenue interchanges pointed out that you are following established State practice by signing both destination place names and route markers on the crossroads of the subject interchanges.

Since the plans presented represent current signing practice of the State Highway Department we will interpose no further objection to the inclusion of place names and route shields, as previously stated in our letter of July 13, 1959.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

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JUL 31 1959

FOR FILING

I 80N-8(8)-372

5471

July 29, 1959

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering construction signing on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5471, in connection with Federal Aid Project No. I-80N-8(8)372.

This work is necessary for the guidance and direction of traffic during construction. It does not include warning signs, lights and barricades normally required of the contractor for the safety of the traveling public and workmen and does not relieve him of his responsibility in furnishing and maintaining the same.

Sketches have been submitted to BPR showing the directional signing plans and stages to coincide with the construction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:br
Enc.

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FORM E-30 50M 11-58
JUL 31 1959
FOR FILING

I 80N-3(8)372

5471

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1959

SUBJECT: Extra Work Order #2
Ontario-Idaho Line Section
Old Oregon Trail Highway
Contract No. 5471

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Enclosed find Extra Work Order #2 on this contract for furnishing, installing, maintaining and moving, as required, signs, barricades and other traffic control devices for directing and routing traffic through the various interchange legs during the various stages of construction of the North Ontario Interchange.

Funds in the amount of $1,500 were set up to cover this work. However, this order is in the amount of $2,365.55, the estimated actual cost to do the work.

Your approval is recommended.

Tom Edwards
Construction Engineer

By
F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

[illegible]

FORREST COOPER

RECEIVED
JUL 22 1959
FOR FILING
I 80N-8(8)372
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IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

~~When replying~~, refer to:
~~78-33.5~~

408 State Highway Building
Salem, Oregon

July 21, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-8(8)372
Ontario-Idaho Line Section of
The Old Oregon Trail Highway

Dear Sir:

We are today approving the agreement, as evidenced by the exchange of letters between the State and Idaho Power Company dated May 22, and July 7, 1959 covering the adjustment of a 3-pole transmission structure on the above project.

Authorization to proceed with the work was granted June 1, 1959 in accordance with the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:

B. H. Cowan
District Engineer

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WASHINGTON

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JUL 17 1959
FOR FILING

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I-80N-8(8)372
When replying, refer to:
5471 08-95.5

408 State Highway Bldg.
Salem, Oregon

July 16, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Mr. E. P. Hamilton

Re: Malheur Home Telephone Co.
Underground cable permit
North Ontario Interchange
Oregon Trail Highway
Project No. I-80N-8(8)372

Dear Sir:

Reference is made to your letter of July 13, 1959, regarding the relocation of telephone facilities.

We are today approving the permit and plan attached to your letter.

We also return two copies of the proposed permit and plan. Only one copy is required when the relocation is to be accomplished during construction. When a permit is to be issued subsequent to completion of construction, three copies are required.

Very truly yours,

C. C. Falk
Division Engineer

Edw Porter

By: E. H. Cowan
E. H. Cowan
District Engineer

Enclosures

RECEIVED
JUL [illegible]
FORM E-30X—50M—2-59—18180
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
July 14, 1959

I 80N-1(1)-12

5471

SUBJECT: Ontario-Idaho Line Paving
Old Oregon Trail Highway
Contract No. 5471

To:
Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

This office has recently made a re-evaluation of the work day charges to the subject named job. It is felt that time was charged the contractor before we delivered the right-of-way to him free and unencumbered.

It has been decided that workday count should start on this job only after he was given notice that he could occupy the right-of-way and remove the buildings that were in the way. My letter to him to this effect was dated June 25. Therefore, it would appear that the proper time to start the workday count would be July 1.

Will you please have the resident engineer issue new weekly statements of workday charges against the time limit of the contract reflecting this decision. The old workday count sheets will be discarded along with the contractor's protests up to that date.

Tom Edwards
Construction Engineer

By

L. H. Young
Assistant Construction Engineer

LHY:fp
cc Forrest Cooper
Loren Weber

NOTED
FORREST COOPER

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 14 1959
FOR FILING

I-80N-6(8)372

5471

July 13, 1959

Ontario-Idaho Line Sec.
Old Oregon Trail Hwy.
Cont. No. 5471 - Project
No. I-80N-6(8)372
Malheur County

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies each of the estimate and sketch in connection with adjusting the Idaho Power Company's power line on the subject project.

This completes the agreement between the State and Company. Authorization to proceed with the work was approved as of May 28, 1959.

Approval of the agreement is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DHP:bb

FORM E-123-X 50M 2-59

FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
[redacted], MEMBER Glenn L. Jackson
Medford
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-80N-8(8)372

11

July 13, 1959

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

There are attached hereto three identical copies of a permit we propose to issue to the Malheur Home Telephone Company, Ontario, Oregon, covering the installation of underground telephone conduit and telephone pole line within the North Ontario Interchange of the Old Oregon Trail Highway, Project No. I-80N-8(8)372.

The telephone installations, a revision of the Company's existing facilities which had previously paralleled the old highway, are made necessary by construction work on the highway project and will be financed entirely by the utility company.

Upon examination of the plan attached to the permit, you will notice that future maintenance work can be performed upon the proposed underground installation from either end of the conduit and upon the aerial installation from frontage roads with no violation of access restriction. Also, we have included in the provisions of the permit our standard clause prohibiting any and all access to the installations from the Freeway proper.

We believe the proposed installations are in accordance with the policy of the Bureau of Public Roads and, therefore, recommend approval.

Very truly yours,

R. B. Sipprell
Director of Permits

By
Original signed by R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

RPH:dw
Encls.

cc: Malheur Home Telephone Company
P. M. Stephenson
A. F. Parson
O. G. McComb

NOTED
P. M. STEPHENSON

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[illegible]
DIVISION ENGINEER

RECEIVED
JUL - 1 1959
FOR FILING
I-80N-8(8)372

5471

June 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Contract No. 5471, in connection with Federal Aid Project No. I-80N-8(8)372.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

J-80N-[illegible]1272

5-1

June 25, 1959

Mr. Ray Rogers
Rogers Construction Company
11760 N. E. Glisan Street
Portland 16, Oregon

Ontario-Idaho Line Paving
Old Oregon Trail Highway
Contract No. 5471

Dear Sir:

The Pacific Concrete Company, contractors for the overcrossing structure at the North Ontario Interchange, has requested early permission to proceed with the construction of the overcrossing.

In this connection, we have tried to get a date from your people as to when we could expect the grading work on subject project to get under way. Mr. Klaboe, of this office, recently asked Mr. McInroe the question, but did not get a definite answer. You have, in the past, expressed some reluctance to commence the project due to some small buildings being in the way. However, we have offered to let you remove the buildings thereby making the right of way available to you.

In connection with the construction of the embankments at the structure site, I wish to call your attention to Page 4 of the Special Provisions dealing with early grading at structure sites required. With this in mind, we have assured the Pacific Concrete Company that they will be permitted to proceed with their structural work after a period of thirty days has elapsed from this date at which time the fills at the end of the bridge could be brought up to grade.

I wish to point out to you that the compaction of this material afterwards due to the design of this particular bridge will be extremely difficult. However, we will have no choice but to require full compaction in this area by whatever means are necessary at that time and without extra compensation.

Very truly yours,

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp
cc Forrest Cooper
Ivan Merchant
A. F. Parson
Loren Weber

RECEIVED
JUN 26 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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FORM 2-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUN - 9 1959
FOR FILING
I 80N-8(8)372
5471

June 9, 1959

Rogers Construction Co.,
11760 NE Glisan Street
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5471, awarded May 14, 1959,
for paving the Ontario-Idaho Line Section
of the Old Oregon Trail in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

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FOR FILING
I-80N-8(8)372
7-71

When replying, refer to:
08-35.5

408 State Highway Bldg.
Salem, Oregon

June 2, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-8(8)372
Ontario-Idaho State Line Section

Dear Sir:

Authorization is hereby granted to proceed with the necessary adjustments of the Idaho Power Company's power line facilities as of June 1, 1959 on the basis of the proposed agreement submitted with your letter of May 28, 1959.

Reimbursement will be subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

orig-Baxter
copy-Edwards

RECEIVED
MAY 29 1959

FOR FILING
I 80N-8(S)372

5471

May 28, 1959

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Ontario-Idaho State Line Section
Old Oregon Trail Highway
Malheur County
Project No. I-80N-8(S)372

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with adjusting power line facilities of the Idaho Power Company on the above project.

Authorization to proceed with this work as of this date under the provisions of PPM 30-4 is requested.

Estimates and sketches will be submitted immediately upon receipt from the Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

Enc.

RECEIVED
MAY 20 1959
FOR FILING

[illegible]
5471

May 14, 1959

Rogers Construction Company
11760 N. E. Glisan Street
Portland 20, Oregon

Gentlemen:

The State Highway Commission on April 16, 1959 accepted your proposal for paving on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County for the sum of $577,901.10 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5471.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FG:rj
cc: Tom Edwards
xxxMxxKrobertx R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc. Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

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WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 14, 1959

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Contract for paving on the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County for which you submitted low bid on April 14, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
FOR FILING

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.4-0

5471

408 State Highway Bldg.
Salem, Oregon

May 14, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-80N-8(8)372, Ontario-Idaho State Line Section of the Old Oregon Trail Highway, we hereby concur as of this date, in award of Contract No. 5471 to Rogers Construction Co., of Portland, Oregon, low bidder in the amount of $577,901.10, at the April 14, 1959 bid opening.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

Copy to
Baxter
Edwards
Fr

NOTED
FORREST COOPER

RECEIVED
MAY 14 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 13 1959
FOR FILING

I-80N-8(8)372

5471

May 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of May 14, 1959, is requested in the award of contract for paving the Ontario-Idaho Line Section of the Old Oregon Trail Highway in Malheur County, Project I-80N-8(8)372, to Rogers Construction Co. of Portland on the basis of the bid of $577,901.10 submitted on April 14, 1959.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

RECEIVED
APR 8 - 1959
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
I-80N-8(2)372
When replying, refer to:
08-35.7
5471

April 6, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-8(2)372
North Ontario-Idaho State Line Section

Dear Sir:

Mr. L. I. Lindas, Chief Counsel, has requested we review a property owner's appraisal covering File 26714 (L-3146). Mr. Lindas advised our appraiser that he intended to make an offer of $21,000.00, based on this appraisal and his review appraiser's recommendations.

We have reviewed the appraisals and this is to advise that we will recommend Federal-aid participation in the proposed settlement of $21,000.00. A copy of the property owner's appraisal must be included in your files in order to provide support for our participation.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

[illegible]

CC: L. I. Lindas

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

IDAHO
MONTANA
OREGON
WASHINGTON

RECEIVED
1959
FOR FILING

X
I-80N-8(8)372
5471

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.4

408 State Highway Bldg.
Salem, Oregon

March 27, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project I-80N-8(8)372, Ontario-Idaho Line Section of the Old Oregon Trail Highway.

This is to authorize your advertising for bids.

We note that asphaltic concrete traffic markers only 2" high are proposed as a separation between the "B" line distributor road and the eastbound roadway. We strongly recommend the use of a concrete curbed section instead of the traffic markers in order to prevent vehicles on the distributor road from crossing back onto the eastbound lanes.

Hall and Barber
will handle

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

NOTED

RECEIVED
MAR 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

S-308(2) N. Fork Chetco R. Sec. 1959
(Grad. & Pav.)
#5472

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

N ED
H. S. COX

NOTED
Harold C. Ayers

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7/16/60	cc 621		530-1035-397

INVOICE NUMBER
65714

NOTED
C. G. SWENSON

Curry County
Gold Beach
Oregon

Attn: County Court

Contract 5472
S-308(2)

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: North Fork Chetco River Section, FAS 259, covered by agreement dated April 16, 1959			
Original advance deposit	$21,670.00		
Less amount previously transferred	17,670.00		
			$4,000.00
County share costs as per attached statement	$19,703.94		
Less amount previously transferred	17,670.00		
			2,033.94
To be refunded			$1,966.06

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

RECEIVED

A 150X (REVISED 5-60)

NOTED
H. S. COX

NOTED
Harold C. Ayers

July 15, 1960

Curry County Court
Courthouse
Gold Beach, Oregon

NOTED
C. G. SWENSON

Gentlemen:

Final costs are now available for the North Fork Chetco River Section, Contract No. 5472, on FAS 259, as shown in the attached cost statement. In accordance with an agreement dated April 16, 1959, a refund of $2,005.08 is due the county in connection with this project. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS DATE: July 15, 1960

County Curry Contract No. 5472 Date Completed 9/3/59

FAS 259 Section North Fork Chetco River

PAYMENTS TO CONTRACTOR

Item	Total Cost
Payments to contractor as per attached tabulation	$94,812.42
Construction Engineering	8,433.42
other State force charges	70.23
TOTAL CONSTRUCTION COST	$103,323.87
FEDERAL FUNDS COLLECTED	$ 63,916.00

AGREED COUNTY SHARE OF TOTAL COST
(50% of difference between total costs and Federal funds)

($103,323.87 - $63,916) X 1/2 = $19,703.94

County Advance Deposit.	$21,670.00
Less County Share	19,703.94
REFUND DUE COUNTY . . .	$ 1,966.06

MCA:mm

RECEIVED

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 3, 1959

(CONTRACT NO.) (EST. NO.) (CONTRACTOR)

5472 5472 5 Final Pelican Bay Construction Services, Inc

(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

292999 111183 $3,071.24 12-1-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 105 workdays from May 23, 1959

Time Extensions: None of record

Completion Date: September 3, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: [redacted] Fred J. Maurer & Son claim for $3,718.03 has been satisfied. Funds to be released to contractor.

Remarks:

Date: December 3, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: DEC - 4 1959

NOTED ON CARD
ec

A

RECEIVED
OCT 30 1959
FOR FILING

[illegible]

October 30, 1959

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco, California

Gentlemen:

State Highway contract #5472 for grading-paving the North Fork Chetco River Section of the Chetco River Road in Curry County was completed by the contractor, Pelican Bay Construction Services, Inc., on September 3, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $3,071.24 will be released to the contractor on or after November 9, 1959. The total contract amount is $94,812.42, of which amount $300.09 represents force account items.

A claim was filed against this contract by Fred J. Maurer & Son in the amount of $3,718.03, but has now been satisfied. You have previously been notified of this claim.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.,
E. E. Jacobsen
900 Board of Trade Bldg.,
Portland 4, Oregon

RECEIVED
OCT 20 1959
FOR FILING
[illegible]
5472

October 16, 1959

Fireman's Fund Insurance Company
900 Board of Trade Building
Portland 4, Oregon

Attention: Mr. Richard C. Beaman
Claims Representative

Gentlemen:

Thank you for your letter of October 9 informing us that the Pelican Bay Construction Services, Inc. has satisfied the claim of Fred J. Maurer & Son in the amount of $3,718.03, and that it will not be necessary for us to withhold any sums on this contract other than the normal retainer.

This pertains to State Highway Contract No. 5472 with Pelican Bay Construction Services, Inc., for grading and paving the North Fork Chetco River Section of the Chetco River Road in Curry County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Fireman's Fund Insurance Co.
401 California St.
San Francisco 20, Calif.

E. E. Jacobsen
900 Board of Trade Building
Portland 4, Oregon

Pelican Bay Construction Services, Inc.
P. O. Box 300
Smith River, California

Commissioners
W. C. Williams
Forrest Cooper

C. H. Maison: This confirms telephone call with John Herr today to release semi-final payment.

CWH:fp

NOTED ON CARD

The
FUND
Insurance Companies

FIREMAN'S FUND INSURANCE COMPANY · FIREMAN'S FUND INDEMNITY COMPANY
HOME FIRE & MARINE INSURANCE COMPANY · NATIONAL SURETY CORPORATION

Portland Office

900 BOARD OF TRADE BUILDING • PORTLAND 4, OREGON • CAPITOL 6-2721

October 9, 1959

State Highway Department
State of Oregon
Salem, Oregon

Attention: Mr. Floyd Query

Dear Sir:

State Highway Contract No. 5472
PELICAN BAY CONSTRUCTION SERVICES

We acknowledge receipt of your recent letter concerning the procedure that you suggested regarding the withholding of certain sums in the semi-final payment to our principal.

We have just recently been advised that the Pelican Bay Construction Services has satisfied the claim of FRED J. MOWER & SONS AND therefore it will not be necessary for you to withhold any sums besides that of the normal retainer.

[illegible]
please answer
[illegible]

Very truly yours,

Richard C Bea

Richard C. Beaman
Claims Representative

RCB:bm- 10/13

RECEIVED
OCT 14 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. G. SWENSON

October 8, 1959

NOTED
Harold C. Ayers

Curry County Court
Courthouse
Gold Beach, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to advise you that work on Contract No. 5472, North Fork Chetco River Section of FAS 259, was completed on September 3, 1959.

Under the terms of the agreement dated April 16, 1959, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

1.307(2)

C. G. Swenson
Engineer, County and City Relations

JDG:mm

RECEIVED
OCT -5 1959
FOR FILING

5472

October 2, 1959

Fireman's Fund Insurance Company
900 Board of Trade Building
Portland 4, Oregon

Attention: James H. Minor, Adjuster

Dear Mr. Minor:

This is to acknowledge your letter of October 1 concerning retention of monies on State Highway contract no. 5472 awarded to Pelican Bay Construction Services, Inc. You request that the State retain at least $3,718.03 to guarantee payment of the claim of Fred J. Maurer and Son in that amount, pending your determination of the validity of this claim.

On September 28 we addressed a letter to your company advising that semi-final payment in the amount of $24,354.64 would be released to the contractor on or after October 8, 1959. After release of the semi-final payment the amount still retained is $2,837.36, somewhat less than the claim filed by Maurer and Son.

As it is a very difficult procedure to split the amount of an estimate payment, might we offer the suggestion, if it is agreeable with the contractor, that the semi-final estimate payment be mailed in care of your office and arrangements might be made between the surety and the contractor concerning the Maurer claim. Will you please let us know if this procedure is acceptable?

On Contractor's copy:
"please let us know as soon as possible"

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: Fireman's Fund Insurance Co.
401 California Street
San Francisco 20, California

Pelican Bay Construction Services, Inc.
P. O. Box 200
Smith River, California

NOTED ON CARD

The
FUND
Insurance Companies

FIREMAN'S FUND INSURANCE COMPANY · FIREMAN'S FUND INDEMNITY COMPANY
HOME FIRE & MARINE INSURANCE COMPANY · NATIONAL SURETY CORPORATION

FIREMAN'S FUND INSURANCE COMPANY
FOUNDED 1863

Portland Office

900 BOARD OF TRADE BUILDING • PORTLAND 4, OREGON • CAPITOL 6-2721

October 1, 1959

State of Oregon
State Highway Department
Salem, Oregon

Attention: Mr. Floyd Query

Dear Sir:

State Highway Contract No. 5472
Pelican Bay Construction Services

We are in receipt of copies of correspondence indicating that FRED J. MAURER & SON are making demand for an unpaid sum due them of $3,718.03 against the construction bond which we have issued in the name of THE PELICAN BAY CONSTRUCTION SERVICES, INC.

We ask that this amount be retained by the State in addition to whatever other retainers are being maintained for your own purposes equal to the aforementioned sum of $3,718.03 to guarantee the payment of this demand on the part of the claimant.

We will, of course, in the meantime contact our principal and attempt to determine the validity of this claim.

Semi-final $24,534.64

2837.36

Very truly yours,

James H. Minor
Adjuster

JHM:bm

cc: Pelican Bay Construction Services, Inc.
P. O. Box 200
Smith River, California

RECEIVED
OCT - 5 1959
FOR FILING

[illegible]

547

Salem, Oregon
October 2, 1959

Semi-final payment on
Contract No. 5472

C. H. Maison
Auditor

Please call me before releasing semi-final payment in the amount of $24,354.64 to Pelican Bay Construction Services, Inc. on Contract No. 5472.

The surety on this contract between now and October 8, the date specified for the release of the check, may require that we hold the payment up for awhile, or the check may be directed in care of the surety if the contractor gives his consent.

Floyd Query
Secretary

FQ:rj

A

RECEIVED
SEP 30 1959

FOR FILING

[illegible]
5472

September 30, 1959

Fireman's Fund Insurance Company
401 California Street
San Francisco 20, Calif.

Gentlemen:

Attached is a copy of a claim in the amount of $3,718.03 which has been filed with the Secretary of State by Fred J. Maurer & Son, Eureka, Calif., for rental of equipment furnished to Pelican Bay Construction Services, Inc. This appears to be in connection with our Contract No. 5472 for grading and paving the North Fork Chetco River Section of the Chetco River Road in Curry County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
E. E. Jacobsen
900 Board of Trade Building
Portland 4, Oregon

Pelican Bay Construction Services, Inc.
P. O. Box 200
Smith River, California

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

NOTED ON CARD
dc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

September 29, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Fred J. Maurer & Son, 125 W. Fifth Street, Eureka, California and filed as of this date, a notice of claim by the above for the rental of two DW-20 Earthmovers, in the sum of $3,718.03 against the bond taken from the Firemen's Fund Insurance Company through E. E. Jacobsen, 900 Board of Trade Building, Portland 4, Oregon, for the work of the Pelican Bay Construction Services, Inc., Smith River, California for grading and paving the North Fork Chetco River section of the Chetco River Road in Curry County. State Highway Contract No. 5472.

We are enclosing copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
SEP 30 1959
STATE HIGHWAY COMMISSION

FRED J. MAURER & SON
GENERAL CONTRACTORS

Phone Hillside 2-9522
125 W. FIFTH STREET

EUREKA, CALIFORNIA

September 28, 1959

Secretary of State
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned, FRED J. MAURER & SON, of 125 West 5th Street, Eureka, California, has a claim for the rental of two (2) DW-20 Earthmovers, fully operated and maintained, in the sum of THREE THOUSAND SEVEN HUNDRED EIGHTEEN AND 03/100 ($3,718.03) DOLLARS, against the bond taken from the FIREMEN'S FUND INSURANCE COMPANY, through E. K. Jacobsen, 900 Board of Trade Building, Portland 4, Oregon, for the work of the Pelican Bay Construction Services, Inc., Smith River, California, on State Highway Contract No. 5472, for grading and paving the North Fork Chetco River section of the Chetco River Road in Curry Co.

Very truly yours,

FRED J. MAURER & SON

A. E. Maurer

AEM/ld
cc:Fireman's Fund Ins. Co.
    Portland 4, Oregon

File # 3660

FILED
SEP 29 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
SEP 30 1959
FOR FILING

A 398(2)

5472

September 28, 1959

Fireman's Fund Insurance Company
401 California Street
San Francisco 20
California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Pelican Bay Construction Services, Inc., on contract #5472 for grading-paving the North Fork Chetco River Section of the Chetco River Road in Curry County.

This payment, in the amount of $24,354.64, will be released to contractor on or after October 8, 1959. The retained percentage is $2,837.36.

There is a claim against this project of Fred J. Maurer & Son for equipment rentals, of which you have previously been notified.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Company
E. F. Jacobsen
900 Board of Trade Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)-

L 308 (2)
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 11, 1959

Section North Fork Chetco River

Kind of work Grading and Paving

Highway Chetco River Road County Curry

Section prefix 508-1035

Contractor Pelican Bay Const Services, Inc

Contract number 5472

Date of contract May 13, 1959

Specified work days 105

Date work started May 18, 1959

Work days used 73

Project authorization $ 108,362.25

Exclusive of engineering $ 100,656.49

Per cent of time elapsed 70 %

Estimated cost of completed project, exclusive of engineering $ 95,000.00

Estimated per cent oXXXXX or underrun 5.6 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 7705.76

Engineering cost to date $ 7815.15, 101.4 %

Date project was completed 9-3-59, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	0	100	100	0

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final was submitted today.

This will be the last weekly report for this job.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
14 1959

Noted
M. N. Juve

NOTED
C. E PAULSEN

Signed

Address Box 1067 Brookings

NOTED-- CE ACE ACE CO.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.51	1.51			1,51
Miles partially completed					
Miles completed	"	"			"
Total estimated quantities (contract)	41,000 cy	19,900 ton			3600 ton
Total quantities corrected to date	39,689	18,437			3550
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Fair		
Friday	"		
Saturday			

A

RECEIVED
SEP - 9 1959
FOR FILING

[illegible]

5472

September 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 3, 1959, on Contract No. 5472, North Fork Chetco River Section, in Curry County, in connection with Federal Aid Project No. S-308(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

A

RECEIVED
AUG 13 1959
FOR FILING

[illegible]

5472

August 12, 1959

Fireman's Fund Indemnity Co.
401 California Street
San Francisco 20, California

Gentlemen:

A letter, dated August 10, has been received from Fred J. Maurer & Son, P.O. Box 121, Eureka, California, advising that Pelican Bay Construction Services, Inc., owe them an amount (not stated) for equipment rentals. This appears to be in connection with State Highway Contract No. 5472 for grading and paving the North Fork Chetco River section of the Chetco River Road in Curry County.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
E. E. Jacobson
908 Board of Trade Building
Portland 4, Oregon

Pelican Bay Construction Services, Inc.
P. O. Box 200
Smith River, California

NOTED ON CARD
dc

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

A

RECEIVED
AUG 13 1959
FOR FILING

[illegible]

5472

August 12, 1959

Fred J. Maurer & Son
P. O. Box 121
Eureka, California

Attention: Mr. A. E. Maurer

Gentlemen:

This is in reply to your letter of August 10 informing us that the Pelican Bay Construction Services, Inc., owe you an amount (not stated) for equipment rentals. From the description in your letter this appears to be in connection with State Highway Contract No. 5472 for grading and paving the North Fork Chetco River Section of the Chetco River Road in Curry County.

The Fireman's Fund Insurance Company, through E. E. Jacobsen, 900 Board of Trade Building, Portland 4, furnished the performance bond for this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it.

Our Construction Division informs us that this contract is approximately 60 percent complete at this date.

If you wish to protect your claim for a period longer than six months following acceptance of the contract by the State Highway Commission you should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure. In themeantime, this information will be noted in our records and we will advise the surety and the contractor that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

NOTED ON CARD

BUILDINGS AND BRIDGES PILE DRIVING AND ROAD WORK

FRED J. MAURER & SON
GENERAL CONTRACTORS

Phone HILLSIDE 2-9522 125 W. FIFTH STREET
Box 121
EUREKA, CALIFORNIA

August 10, 1959

Oregon Department of Public Works
Salem, Oregon

Re:FAS 259
North Bank Chetco River Road
Pelican Bay Construction Co. Contract #5472

Gentlemen:

We intend to file a withhold-of-funds on the above subject project, due to non-payment of equipment rentals which were developed thereon.

69% Complete
[illegible]

Would you kindly advise us as to the name of the contractor's bonding company. Also we would appreciate your forwarding to us any forms which will be necessary for us to execute to support our claim.

Very truly yours,

FRED J. MAURER & SON

A. E. Maurer

A. E. Maurer

AEM/ld

Cec,
[illegible]
Please prepare reply

FRED W. FLYNN, COMMISSIONER
BROOKINGS, OREGON

GUY H. FORSYTH, JUDGE
GOLD BEACH, OREGON

KENN[illegible] C. THOMPSON, COMMISSIONER
LANGLOIS, OREGON

CURRY COUNTY COURT

GOLD BEACH, OREGON

June 17, 1959

NOTED
C G

Oregon State Highway Department
County-City Relations
Salem, Oregon

Attention Mr. J. F. Hageman

Dear Sirs:

This is to inform you that all of the rights of way for the Chetco River project F A S #259 have been secured and deeds recorded.

Work by the contractors on this project is progressing nicely.

Yours truly,

Guy H. Forsyth

Guy H. Forsyth
County Judge

GHF/dp

CC Commissioner Fred W. Flynn

NO[illegible]
JOHN [illegible]

RECEIVED
JUN [illegible] 1959
[illegible]

Contract No. 5472

Monthly Transaction No. RECEIVED JUN 6 4 1959	Form 2 (9-..)	e **Oregon**
Project Report No. FOR FILING ~~[illegible]~~ 3 (2)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT** 6-10-59	County **Curry**
		Project No. **S-308(2)**

542

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From approx. 3.7 miles east of F.A. 2 junction to east end
F.A.S. 259 on County Road.
East Unit, North Fork Chetco River Road Section

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-26-59	1.5
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 105,954	Federal funds $ 65,500

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By ____________________
(title)

By ____________________
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **June 10, 1959**

USComm-DC 40257

June 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the North Fork Chetco River Section, Project No. S-308(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:br

May 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Fork Chetco River Section, Project No. S-308(2).

Very truly yours,

W. C. Williams
State Highway Engineer

RMC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-308(2)

NORTH FORK CHETCO RIVER SECTION OF THE

CHETCO RIVER ROAD IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1959

Type Code 6201
Roadway (Sta. 1+50 to Sta. 83+06.81)(Contract No. 5472)

Clearing and Grubbing	All	Required		$4,000.00
Drainage Excavation, Unclassified	390	cu. yds.	$5.00	1,950.00
General Excavation, Unclassified	41,000	cu. yds.	.40	16,400.00
Short Overhaul	81,000	yd. sta.	.01	810.00
Long Overhaul	1,740	C-yd. Sta.	.30	522.00
Finishing Roadbed and Slopes	1.51	miles	700.00	1,057.00
Rounding Cutbanks	4,400	lin. ft.	.20	880.00
12-inch Corrugated Metal Pipe	130	lin. ft.	4.50	585.00
15-inch Corrugated Metal Pipe	44	lin. ft.	5.00	220.00
18-inch Corrugated Metal Pipe	380	lin. ft.	6.25	2,375.00
24-inch Corrugated Metal Pipe	130	lin. ft.	8.00	1,040.00
30-inch Corrugated Metal Pipe	100	lin. ft.	10.00	1,000.00
72-inch Corrugated Metal Pipe	30	lin. ft.	42.00	1,260.00
Salvaging Culvert Pipe	360	lin. ft.	2.50	900.00
Grid Rolled Base Material	13,600	tons	.90	12,240.00
1" - 0 Material in Leveling Course	6,300	tons	2.35	14,805.00
Sprinkling	440	M-gals.	4.50	1,980.00
Preparation of Base	1.51	miles	300.00	453.00
1" - 0 Material in Bainder Course	170	cu. yds.	5.50	935.00
RC-3 Asphalt	28	tons	60.00	1,680.00
Class "B" Asphaltic Concrete	3,600	tons	8.25	29,700.00
Extra for Paving Approaches	5	only	40.00	200.00
				$94,992.00
Flagging (57½% of Contractor's Cost)	All	Required		1,200.00
Adjust Water Lines (Private)	All	Required		30.00
Signing (Permanent)	All	Required		100.00
		Subtotal		$96,322.00
		10% Engr. & Cont.		9,632.20
		Total		$105,954.20

Length of Roadway - 1.526 Miles
Length of 1 Structure - 0.019 Mile
Total Length - 1.545 Miles

Cost of Roadway per mile - $69,432.63

Federal Funds	$ 65,500.00
State Funds	20,227.10
County Funds	20,227.10
	$105,954.20

State Funds for Construction: Chap. 175, Laws 1917
Chap. 31, Laws 1920
Chap. 529, Laws 1939

State Funds for Maintenance: Chap 529, Laws 1939

Note: Necessary funds have been deposited by Curry County with the Highway Department.

A

RECEIVED
JUN - 8 1959
FOR FILING
J 308 (3)

5472

June 4, 1959

Pelican Bay Construction Services, Inc.
P. O. Box 200
Smith River, California

Attention: Mr. A. D. Lawn
President

Gentlemen:

We have your letter of May 28 asking us to issue warrants due on Contract No. 5472 for grading and paving the North Fork, Chetco River Section in Curry County, payable jointly to Pelican Bay Construction Services, Inc., and First Western Bank and Trust Company, and to mail them directly to the bank at 936 Third Street, Crescent City, California.

Today you phoned our office concerning this matter and in our discussion I suggested that if it was agreeable with you and the bank, that the contract warrants be made in the name of your company as per provisions of the contract, and that the warrants be mailed to you in care of the First Western Bank and Trust Company. You approved the suggestion and warrants in the future will be mailed to Pelican Bay Construction Services, Inc., in care of First Western Bank and Trust Company, 936 Third Street, Crescent City, California.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: First Western Bank and Trust Company
936 Third Street
Crescent City, California

Mr. C. H. Maison

Please mail future payments on this contract as outlined in the letter above.

NOTED
C W HEAD

PELICAN BAY CONSTRUCTION SERVICES, Inc.
P. O. Box 200 Smith River, California Phones 181 & 561

Asphalt Plant Mix
For Surfacing
Logging Roads
Highways
Lumber Yards
Driveways

Washed Sand and Gravel
Concrete Aggregates
Crushed Rock
60' Truck Scales
Low-Bed Hauling
Equipment Rentals

ARTHUR D. LAWN, President

May 28, 1959

Contract No: 5472
North Chetco River Road

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

To facilitate handling for us, we shall appreciate it, if you will issue warrants due us for the monthly estimates on the above contract, payable jointly to Pelican Bay Construction Services, Inc. and First Western Bank and Trust Company, and mail them direct to that bank at 936 Third Street, Crescent City, California.

If this procedure is acceptable to you, please acknowledge on the copy of this letter enclosed and return it in the enclosed self-addressed stamped envelope.

Your favorable consideration of our request shall be appreciated.

Yours very truly,

A. D. Lawn

A. D. Lawn, President

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[illegible] 1 1959

RECEIVED
JUN -4 1959
FOR FILING
S 308(2)
5472

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 29, 1959

Pelican Bay Construction Services, Inc.,
P. O. Box 200
Smith River
California

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5472, awarded May 13, 1959, for grading-paving the North Fork Chetco River Section on the Chetco River Road in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

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MAY 22 1959

FOR FILING

S 308 (2)

5472

9

May 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 18, 1959, on Contract No. 5472, North Fork Chetco River Section, in Curry County, in connection with Federal Aid Project No. S-308(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

13

RECEIVED
MAY 21 1959
FOR FILING

S 308(2)

5472

May 21, 1959

CERTIFIED MAIL

Pelican Bay Construction Services, Inc.
P. O. Box 200
Smith River, California

Gentlemen:

We are enclosing your Certified Check No. 20 in the amount of $4,800.00.

This check was submitted with your proposal on the North Fork Chetco River Section Project in Curry County, on which you were the low bidder on April 14, 1959. As the contract has been fully executed, we are returning your check to you.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

cc Mr. John Kerr - Acct.
fp

RECEIVED
MAY 20 1959
FOR FILING

[illegible]

5472

May 13, 1959

Pelican Bay Construction Services, Inc.
P. O. Box 200
Smith River, California

Gentlemen:

The State Highway Commission on April 16, 1959 accepted your proposal for grading and paving on the North Fork Chetco River Section of the Chetco River Road in Curry County, Oregon, for the sum of $94,992 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5472.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle
Daily Journal of Commerce, Seattle
Daily Journal of Commerce, Portland

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 13, 1959

Pelican Bay Construction Services, Inc.

Smith River, California

Contract for grading and paving on the North Fork Chetco River Section of the Chetco River Road in Curry County, Oregon, for which you submitted low bid on April 14, 1959 awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

19

PELICAN BAY CONSTRUCTION SERVICES, Inc.

P. O. Box 290 Smith River, California Phones 181 & 561

Asphalt Plant Mix
For Surfacing
Logging Roads
Highways
Lumber Yards
Driveways

Washed Sand and Gravel
Concrete Aggregates
Crushed Rock
60' Truck Scales
Low-Bed Hauling
Equipment Rentals

ARTHUR D. LAWN, President

RECEIVED
R 30 1959
FOR FILING
308(2)
5472

April 27, 1959

Attention: Firm Division
DK - 121895 Cl.

State of Oregon
State Industrial Accident Commission
Salem, Oregon

Gentlemen:

Evidently our letter of April 20 and yours of April 24 crossed in the mails.

Enclosed find executed "Notice of Engaging in Hazardous Occupation" together with check for $12.50 for the required registration fee in accordance with your letter of April 24.

It is our intention to hire Oregon Workmen.

The contract referred to has not as yet been executed awaiting certain formalities in connection with rights of way. Consequently we have left blank items 10, 11, 12 and 13. This information will be furnished you when the contract is executed.

Yours very truly,

V. K. Meedom
Office Manager

NOTED
LLOYD QUERY

CC: State of Oregon
State Highway Department

NOTED
C. W. HEAD

RECEIVED
[illegible] 1959
FOR FILING

S-308(2)

47

Salem, Oregon
April 24, 1959

F 253

Finance Agreement, Curry County
North Fork Chetco River Section
S-308(2) FAS 253

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr.

Attached is a conformed copy of a finance agreement with Curry County covering the North Fork Chetco River Section FAS 253.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Curry County.

Secretary

rn
Attach: 1

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1959

SUBJECT: FAS Project Agreement
Curry County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering North Fork Chetco River Section of FAS 253 in Curry County. Two copies of the agreement have been executed by the County and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on December 12, 1958.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

12-11-58 Min Page 30
Lloyd Query

RECEIVED
[illegible] 1959
FOR FILING

[illegible]
5472

April 24, 1959

County Court of Curry County
Court House
Gold Beach, Oregon

Gentlemen:

We are enclosing for the records and files of Curry County a fully executed copy of a Finance Agreement between the State Highway Commission and Curry County covering the North Fork Chetco River Section of FAS 253.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm
Enc. 1

RECEIVED
APR 20 1959
FOR FILING

S-308(2)

5472

April 20, 1959
Salem, Oregon

Mr. John Herr
Accounting

We have in the safe the following checks, submitted as proposal guarantees with low or second low bids at the April 14, 1959 bid opening:

Certified Check No. 20 in the amount of $4,800.00 from Pelican Bay Construction Services, Inc., low bidder on the North Fork Chetco River Section Project in Curry County. Not yet awarded.

Cashier's Check No. 6363 in the amount of $700.00 from John A. and Dale J. Clarambeau, low bidders on the Fords Bridge Section Project in Douglas County, Contract No. 5453. Awarded April 16, 1959.

Cashier's Check No. 19246 in the amount of $330.76 from A. J. Bean, second low bidder on the Fogarty Creek State Park Latrine Addition in Lincoln County, Contract No. 5457. Awarded April 16, 1959.

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Dorothy Cook
fp

Form A-150—10M—6-56

N TED
Har C. Ayers

NOTED
C. G SWENSON

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 60017

Date April 15, 1959

Your Req. No.

Billing Request No. 60-475

Credit Distribution 500-1035-297

Curry County
Gold Beach

Attn: County Court

RECEIVED
APR 16 1959

Advance Deposit	$ 25,600.00	
Less amount to be retained	4,000.00	$ 21,600.00
Partial transfer county's share total cost of North Fork Chetco River Section, FAS 259, covered by agreement dated April, 1959.		17,670.00
To be refunded		$ 3,930.00

NOTED
V. R. JONES

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

State Printing 13107

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

NOTED
V. R. JONES

April 14, 1959

Curry County Court
Courthouse
Gold Beach, Oregon

Gentlemen:

On April 14 the Highway Commission received a satisfactory bid from the Pelican Bay Construction Service, Inc., of Smith River, California, for constructing the North Fork Chetco River Section of FAS 259. As per the agreement between county and state, the following advance deposit is required from the county:

Bid Items		$ 94,992.00
Anticipated Additional Items		
Flagging	$1,200.00	
Adjust Water Line	30.00	
Construction Signing	100.00	1,330.00
12-1/2% Engineering & Contingencies		12,040.25
Estimated Total Cost.		$108,362.25
County Advance Deposit of 20% . . .		$ 21,670.00

As the county has already made a deposit of $25,600 in connection with this project, a refund of the difference ($25,600 - $21,670 equals $3,930) will be made by means of a check in the amount of $3,930 from our accounting division within the next few days.

Upon receipt of a letter from the county certifying that all rights of way or rights of entry as required for this project have been obtained, a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

508-1035
Cont# 5472

JFH:mm

Salem, Oregon
April 3, 1959

FAS 259, Curry County
Advance Deposit

Mr. C. H. Maison
Chief Accountant

NOTED
John F. Hagemann

Attached is a Curry County warrant for $25,600 which is an advance deposit for the North Fork Chetco River Section of FAS 259. This is a county FAS project upon which bids will be received April 14.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
C. G. SWENSON

FRED W. FLYNN, COMMISSIONER
BROOKINGS, OREGON

GUY H. FORSYTH, JUDGE
GOLD BEACH, OREGON

KEN[illegible]H C. THOMPSON, COMMISSIONER
LANGLOIS, OREGON

CURRY COUNTY COURT

GOLD BEACH, OREGON

April 1, 1959

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention John F. Hageman
County-City Relations Engineer

Dear Sirs:

Your copies of agreement for work on the Chetco River Road, FAS No.259, were approved, signed and attested and are herewith returned for your completion. 20% of our aggregate of $128,000.00, or $25,600.00 accompanies this letter.

Thanks a lot and best regards.

Yours truly,

Guy H Forsyth

Guy H. Forsyth
County Judge

GHF/dp

RECEIVED
APR [illegible] 1959

NOTED

NOTED
C. G. SWENSON

March 27, 1959

NOTED

Curry County Court
Courthouse
Gold Beach, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the North Fork Chetco River Section of FAS 259 upon which bids will be received April 14.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $138,600; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

Please note that the available FAS funds for this project as shown in the agreement are $128,000 rather than $123,000 as previously discussed. This is due to an expected under-run in the actual cost of the Dan's Point-Plywood Plant project as compared to the contract authorization.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest, with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. The signed agreements should be mailed so as to arrive in Salem not later than April 10.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

NOTED
V. B. [illegible]

NOTED
C. G SWENSON

NOTED
Harold C. Ayers

March 24, 1959

Mr. Fred W. Flynn
Curry County Commissioner ✓
Brookings, Oregon

NOTED
John F. Hagemann

Dear Mr. Flynn:

Enclosed are four copies each of four option forms covering R/W required for the North Fork Chetco River Section of FAS 259. ✓ Four-~~ninths~~ prints of a R/W map showing the location of this property are being forwarded under separate cover.

The option forms are for your use if you so desire. Such a form is, in effect, an agreement by the property owner to deliver a deed for the property described upon receipt of a specified sum of money and compliance with any further stipulations which may be made. If you prefer to obtain a deed without use of the option form this may be accomplished by copying the description shown of the option form onto the deed. Obtaining either a deed or option would be sufficient to clear the project for contracting.

If you use the option forms, please forward one signed copy of each option form to this office. If you obtain a direct deed, please advise by letter when all R/W has been obtained and include in the letter any agreements reached with the property owner that would affect our construction work.

It is our present plan to accept bids on this project on April 14th. If at all possible, all R/W should be obtained by that date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Encl.

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 23, 1959
Salem, Oregon

SUBJECT: Options
North Fork Chetco River Sec.
Chetco River Rd.

To:
C. G. Swenson
County-City Relations Engr.
OFFICE

Attached you will find 4 original o tion forms in quadruplet covering right of way to be acquired in connection with North Fork Chetco River Section of the Chetco River Road in Curry County. No Statements of Information were furnished.

Please return to the Right of Way Department, a copy of each signed option to inform the Highway Engineer the conditions, if any, on the transaction.

We are forwarding, under separate cover, 4 prints of map number 8B-13-6 covering this area and bearing our date of March 20, 1959.

29501	Elmer Bankus	7.75	acres	p-1
		1.7	"	p-2
29502	Max F. & Emma Ostenberg	1.27	"	
29503	W. J. Ward	0.1	"	
29504	Elizabeth J. White	5.3	"	

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AC
blr
enc. 4 orig. options

cc: Frank Morgan
Larry Holt

NOT
[illegible] C. [illegible]

NOTED
C. G. SWENSON

Salem, Oregon
March 20, 1959

North Chetko Road Section
FAS 259, Curry County

Mr. Tom Edwards
OFFICE

NOTED
V. R. JONES

NOTED
John F. Hagemann

The Curry County Court was contacted this date relative to the subject named project.

The county has $123,000 of available FAS funds for this project and the estimate furnished by the specifications division is $139,000 without guard rail and $149,000 with guard rail.

The county requested that we proceed with the project omitting the guard rail and stated that it would pay all costs in excess of $123,000. Curry County will place guard rail as required after the project has been completed.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm

cc: V. G. O'Neil
Frank Hall

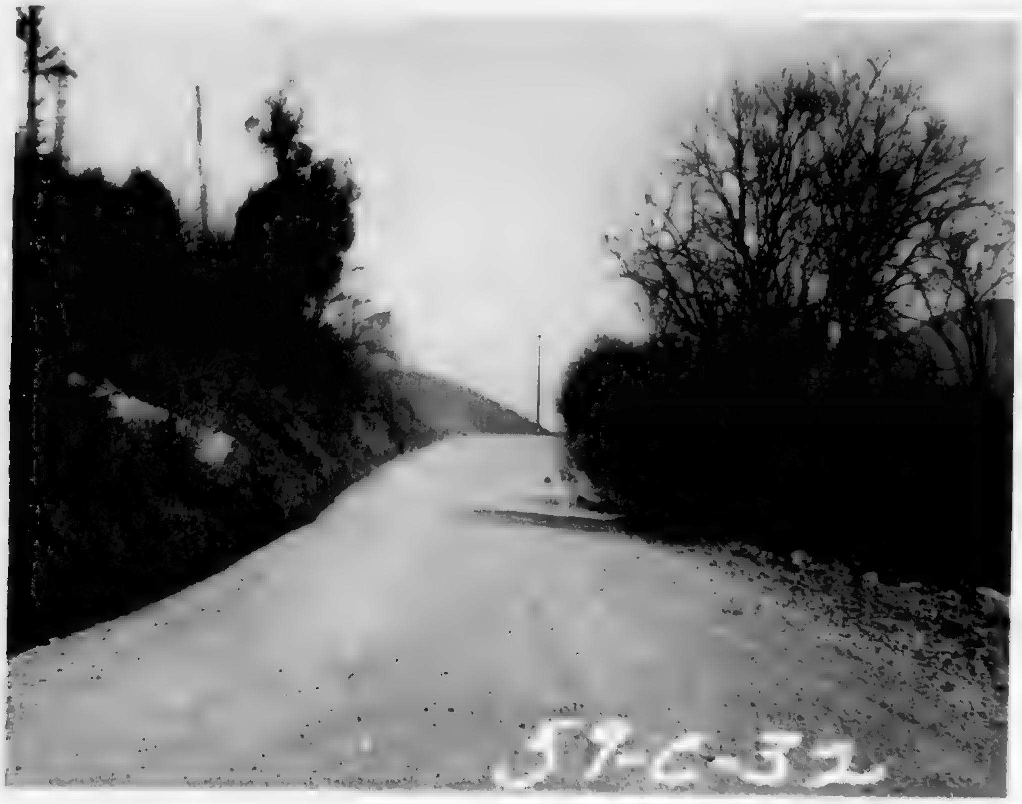
3/11/59

FAS 259 **County** Curry **Contract No.** 5472

Section E. Unit

Location [illegible] looking E. { 59-C-32

E. End [illegible] looking W { 59-C-33 3-11-59



59-C-32

59-C-33

MEMO TO J. W. NASH
3/5/59

NOTED
V. R. JONES

FAS 259, CURRY COUNTY

TERMINI: From approximately 3.7 miles east of junction with FAP Route 2, easterly to end of FAS 259. (East Unit, North Bank Chetco River Road Section).

PROPOSED WORK: Grade, drain, and construct 2-lane high type surface.

PROJECT LENGTH: 1.54 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$123,000	$73,800	$24,600	$24,600 (County)

EXISTING FACILITY:
ROADBED: 14' to 20' wide gravel wearing surface with some sub-standard grade and alignment.
STRUCTURES: North Fork Chetco River - 160' long steel girder span, H.C. 26'. Recently constructed by B.P.R. Structure to remain in use.

ADJACENT SECTIONS:
WEST END: 18' wide asphaltic concrete wearing surface with 3' shoulders.
EAST END: Easterly terminus of FAS route.

PROJECT DATA: Grade and drain to an improved grade and alignment, place base material, and construct an asphaltic concrete wearing surface 20' wide with 4' shoulders.

ROW WIDTH: 60' minimum.
MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None.
RR XING: None.
SYSTEM ACTION: None required.
PUBLIC HEARING: None required.
UNUSUAL OR COMPLICATED SITUATION: None.

Route data submitted under Oregon Project S-308(1).

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
March 4, 1959

E. Unit, N. Bank Chetco River Road
FAS 259
Curry County

Mr Tom Edwards
OFFICE

NOTED
John F. Hagemann

The field data for the subject named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

There are $123,000 of FAS funds available for this project which is some $6,000 less than the field estimate; however, when 12½% rather than 20% is used for engineering and contingencies the estimate is within available FAS funds.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
cc: Mr. V. G. O'Neil
Mr. F. Hall
Mr. Vic Wolfe

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
V. R. JONES

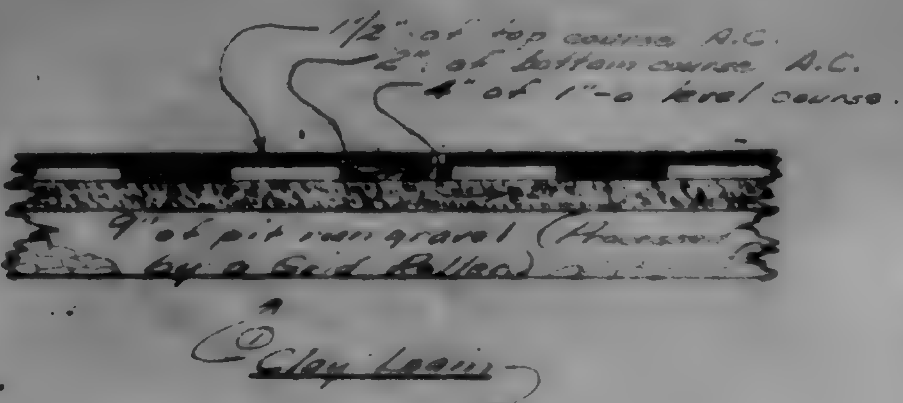
NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

ection Mance Ranch - Hazel Camp Rd Highway F.A.S. 251 County Curry Prefix 534-435

es. Engr. H. S. Cox Approx. Length of Project 6.6 Miles. Sta. ______ to Sta. ______ Date 2-13-59

TYPICAL SECTIONS Traffic Classif. - Heavy (Logging Area)



① Typical Soil

36 LL
20 PI
57 % P200 (5% sand)
17 % Silt
28 % Clay
32 "R" Value

NOTED
Junior [illegible]

2-13-59

Note.
Tests of the gravel surfacing in place indicate it to be suitable for full credit towards surfacing thickness where it is not lost or contaminated by grading.

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work
			3½ 4 [illegible]
16½			[illegible]

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by ______ Staff Assistant

[redacted]

Recommended by ______ Construction Engineer

Recommended by ______ Engineer of Materials

Approved by Forrest Cooper Deputy State Highway Engineer

RECEIVED
[illegible] 1959
FOR FILING
[illegible]
5472

2-9-59

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
EAST UNIT, NORTH BANK CHETCO RIVER ROAD SECTION
FAS 259 - CURRY COUNTY

The following prospectus is submitted regarding the above mentioned section. The westerly terminus is at M.P. 4.4, which point is 4.4 miles easterly of the junction of FAS 259 with the Oregon Coast Highway in Brookings. The easterly terminus is at M.P. 6.0, which point is at the end of FAS 259 and at the junction of the facility with Hazel Camp Road. The overall length of the project is 1.6 miles.

This will be a location survey for the purpose of preparing plans and estimates for realigning, grading and paving. The general route is along the existing road. There are no towns involved.

Reconnaissance is not necessary. Routine soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed.

The present (1957) ADT is 450 and the projected (1975) ADT is 900. This will be a Class "C" highway with a maximum grade of five per cent and a maximum curvature of 22 degrees. The typical section will consist of two 10-foot running lanes with 4-foot shoulders. The tentative base design by G. L. Decker is:

Asphaltic Concrete	3½"	
1"-0 Level Course	4 "	
Grid Rolled Base Course	9 "	(maximum)
Total	16½"	(maximum)

(Base design subject to revision upon completion of soils investigation.)

This will be an unrestricted access facility with no interchanges or railroad crossings. There is one bridge over the North Fork of the Chetco River which was built in 1954 and is in good condition. Replacement of the bridge is not being considered at this time.

Adequate quantities of materials are available from local commercial sources.

Further agreements with the County are not required.

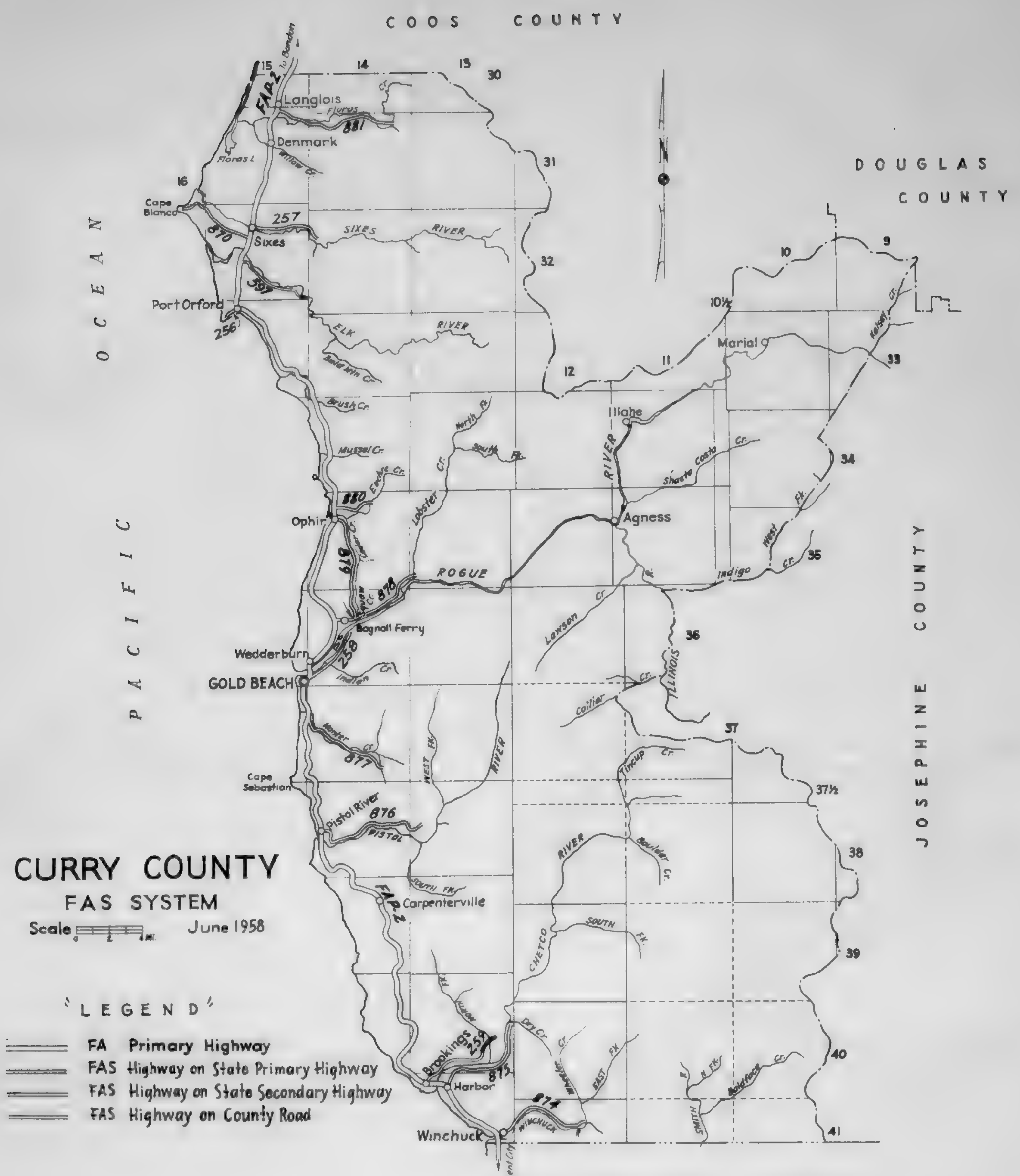
Azalea State Park is located four miles westerly of the project and Loeb State Park is 2.6 miles northeasterly of the easterly terminus.

February 9, 1959

Attach.

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan (2)
H. S. Cox
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
FEB 13 1959
OFFICE OF
STATE HIGHWAY ENGINEER



CURRY COUNTY

FAS SYSTEM

Scale 0 2 4 mi.

June 1958

"LEGEND"

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

NOTED
V. R. JONES

NOTED
Harold C. Ayers

December 12, 1958

Curry County Court
Courthouse
Gold Beach, Oregon

NOTED
John F. Hagemann

Gentlemen:

On December 11 the Highway Commission approved the County FAS project as described in the attached tabulation which is believed to conform with your initial request. The survey for this project will be under the supervision of our division office with headquarters at Roseburg.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Att. 58-h

NOTED
JOHN D.

FAS 259

NOTED
C. G. SWENSON

PROPOSED PROJECT
CURRY COUNTY

✓ FAS 259 - East Unit, North Chetco River Section, 1.6 miles, $123,000. This section extends from the east end of the existing pavement, northeasterly to the Hazel Camp Road which is also the easterly terminus of FAS 259.

The proposed project is to grade, drain, place base material and construct a 3-1/2" asphaltic concrete wearing surface 20' in width with 4' shoulders. A bottom course base of grid-rolled river run gravel should be given consideration in the base design.

58-h
11/5/58

Highway Commission approved: December 11, 1958

FORM E-30 50M 6-56 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
[illegible] JONES

Salem, Oregon
December 4, 1958

SUBJECT: FAS 259
North Chetco River
Curry County

To: Mr. Clarence Swenson
County & City Relations Engineer
OFFICE

NOTED
John F. Hagemann

A soil survey to determine surfacing thickness requirements on the above project has been completed.

Traffic classification is heavy (logging).

Typical soil is a "clay loam" with an LL of 36, a PI of 20 and an "R" value of 32.

Recommendation for new work is as follows:

3½"	AC
4"	1"-0 Level Course
9"	Gravel, Grid Roller Processed
16½"	Total

Tests of the gravel surfacing in place indicate it to be suitable for full credit towards surfacing thickness where it is not lost or contaminated by grading. Depths of in place surfacing are as follows:

M.P.	to	M.P.	Thickness
0= E. end existing pvmt.		0.35	9"
0.35		0.80 W. end bridge	6"
0.81 E. end bridge		1.6	5"

Shales that slacked very readily were noted in cuts. Use of this material in the top portion of embankments should be avoided.

G. L. Decker
G. L. Decker
Staff Assistant

GLD/lg

cc: Tom Edwards
F. D. Morgan
R. R. Olsen

RECEIVED
DEC 5 1958
ENG[illegible]
COUNTY [illegible]

S-322(2), Deschutes Co. Rds. Filing 1959
S-344(2), S-415(1) thru S-420(1), S-426(1)
#5473

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

NOTED
C. G. SWENSON

NOTED
H. S. COX

DATE 6/23/60	BILLING REQ. NO. co-611	YOUR ORDER NO. NOTED V. R. JONES	CREDIT DISTRIBUTION 509-1048-297

NOTED
Harold C. Ayers

Contract 5473
1959 Oiling Prog

Deschutes County Court (1960 funds)
Bend, Oregon

Attn: County Court

INVOICE NUMBER
65379

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Deschutes County Roads Oiling on FAS 659, 693, 781, 782, 786, 787, 788, 804 and 886 covered by agreement dated 5/13/59			
Original advance deposit	$30,790.12		
Less amount previously transferred	20,790.12		
Balance			$10,000.00
County share of total cost as per attached statement	$22,894.97		
Less amount previously transferred	20,790.12		
Balance			2,104.85
To be retained			$ 7,895.15

RECEIVED
J[illegible] 1960
ENGINEER
COUNTY & [illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

A 150X (REVISED 5-60)

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 16, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACT0R)	
5473	3 Final	Horton Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25036	66984	$ 2,607.73	10-12-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 70 workdays from June 10, 1959

Time Extensions: None of record

Completion Date: September 4, 1959

Date Accepted: September 24, 1959

Penalties: None of recofd

Claims: None of record

Remarks:

Date: October 19, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 19 1959
GRu

NOTED ON CARD
&c

RECEIVED
SEP 30 1959
FOR FILING
322(2)

5473

A

October 1, 1959

Peerless Insurance Company
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5473 for oiling County Roads (FAS Routes: 659-693-781-782-786-787-788-884-886) in Deschutes County was completed by the contractor, Morton Construction Co., on September 4, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $2,607.73 will be released to the contractor on or after October 13, 1959. The total contract amount is $82,527.15, of which amount $393.37 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Peerless Insurance Company
Jewett, Barton, Leavy and Kern
Lewis Bldg.,
Portland, Oregon

NOTED
V R JONES

NOTED
C. G SWANSON

NOTED
Harold C. Ayers

September 17, 1959

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to advise you that work on Contract No. 5473, Deschutes County Road oiling project, was completed on September 4, 1959.

Under the terms of the agreement dated May 13, 1959, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JDG:mm

RECEIVED
SEP 16 1959
FOR FILING

2-322(2)-

[illegible]

September 15, 1959

Peerless Insurance Company
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Horton Construction Company on contract #5473, for oiling county roads (FAS Routes: 659-693-781-782-786-787-788-884-886) in Deschutes County.

This payment, in the amount of $29,054.35, will be released to contractor on or after September 25, 1959. The retained percentage is $2,471.73.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peerless Insurance Company
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland, Oregon

A

RECEIVED
SEP 14 1959
FOR FILING

S 322(2)

5473

September 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 4, 1959, on Contract No. 5473, Deschutes County Roads Oiling Project, in Deschutes County, in connection with Federal Aid Project Nos. S-415, 16, 17, 18, 19 and 20(1); S-322(2), S-344(2) and S-426(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

Form E-1—(Rev.)—

S 322 (2)
5473

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 5, 1959, 19

Section Deschutes County Roads

Kind of work Oiling

Highway 9 County Rds County Deschutes

Section prefix 509-1048

Contractor Horton Construction Co.

Contract number 5473

Date of contract May 29, 1959

Specified work days 70

Date work started June 15, 1959

Work days used 63

Project authorization $ 96,423.75

Exclusive of engineering $ 89,566.95

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering $ 81,993.37

Estimated per cent ~~overrun or~~ underrun 8.46 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 6,856.80

Engineering cost to date $ 5,500.00, 80.21 %

Date project was completed Sept. ~~24~~ 4, 1959, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
None	None	None	None	None	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project completed and the semi-final estimate was submitted to the Bend Division Office on Friday.

NOTED
JOHN R. [illegible]

Final report.

CONSTRUCTION DIVISION
RECEIVED
SEP 8 1959

NOTED
C. E. PAULSEN

Signed A. A. Fossen
A.A. Fossen Res. [illegible]

NOTED ☒ CE ☐ ACE B ACE ☐ ☐ COE

Address Box 151 Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				18.40	
Miles partially completed					
Miles completed				18.40	
Total estimated quantities (contract)				8,430 Agg 990 T. Asph.	
Total quantities corrected to date				8,448 915	
Estimated quantities moved or placed to date				8,448 915	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1 (2 days)	
Hours per shift				8	
Average force on project for week				2	
Men				1	
Supervision				1	
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ...., Power graders 2, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Slear-warm		
Monday	" "		
Tuesday	" "		
Wednesday	" "		
Thursday	" "		
Friday	~~" "~~ Overcast-Cool		
Saturday	" "		

A

RECEIVED
JUL 13 1959
FOR FILING

1-322(2)

5473

FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 7, 1959

Horton Construction Company
312 North Schmeer Road
P. O. Box 1872
Portland 11, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5473, awarded May 29, 1959,
> for oiling Deschutes County Roads, FAS
> Routes #659-#693-#781-#782-#786-#787-
> #788-#884-#886, in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds
Encl.

RECEIVED
JUL - 1959
FOR FILING

7-1-59 A

Monthly Transaction No. 7-10	For -2 (9-1 ,7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. S 322 3 (2)	**FEDERAL-AID PROJECT AGREEMENT**	County **Deschutes**
5473		Project No. **S-415(1)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Entire FAS Route 884 (except 0.4 mile oiled section at W. junction with FAS 326)
Forked Horn Road on County Road.

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-26-59	2.00
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 10,139	$ 5,300

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Baldock

~~Assistant~~ **State Highway Engineer**
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~BY~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 1, 1959**

USComm-DC 40257

June 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Forked Horn Road Section, Project No. S-415(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

June 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Forked Horn Road Section (Unit "H"), Project No. S-415(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-415(1)

FORKED HORN ROAD SECTION (UNIT "H") OF THE FORKED HORN ROAD IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 12, 1959

Type Code 3210
Roadway (Sta. 0+00 to Sta. 105+60)(Contract No. 5473)

Preparation of Base	2.0 miles	$200.00	$ 400.00
Furnishing and Placing Aggregates	910 cu. yds.	4.25	3,867.50
RC-3 Asphalt	38 tons	45.75	1,738.50
200-300 Asphalt	68 tons	43.00	2,924.00
Sprinkling	80 M-gals.	3.00	240.00
			$ 9,170.00
Flagging (57½% of Contractor's Cost)	All Required		36.00
Signing (Temporary)	All Required		11.00
	Subtotal		$ 9,217.00
	10% Engr. & Cont.		921.70
	Total		$ 10,138.70

Length of Roadway - - - - - - - - - - 2.000 Miles
Cost of Roadway Per Mile- - - - - - $5,069.35

Federal Funds -	$ 5,300.00
State Funds -	1,700.00
County Funds- -	3,138.70
	$ 10,138.70

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

Contract 5773 7-1-5/

RECEIVED
JUL - 8 1959
FOR FILING

Monthly Transaction No. 7-13

Project Report No. S 32^{3}2(2)

5475

For -2
(9-1 7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

te **Oregon**

County **Deschutes**

Project No. **S-417(1)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **From approx. 0.7 mile south of W. junction with FAS 320 to E. junction with FAS 320.**
King Road on County Road

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-26-59	2.00
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **10,139**

Federal funds $ **5,300**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Assistant~~ **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 1, 1959**

USComm-DC 40257

June 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the King Road Section, Project No. S-417(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

June 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the King Road Section (Unit "C"), Project No. S-417(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

E. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-417(1)

KING ROAD SECTION (UNIT "C") OF THE KING ROAD

IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 12, 1959

Type Code 3210
Roadway (Sta. 0+00 to Sta. 105+60)(Contract No. 5473)

Preparation of Base	2.0 miles	$200.00	$ 400.00
Furnishing and Placing Aggregates	910 cu.yds.	4.25	3,867.50
RC-3 Asphalt	38 tons	45.75	1,738.50
200-300 Asphalt	68 tons	43.00	2,924.00
Sprinkling	80 M-gals.	3.00	240.00
			$ 9,170.00
Flagging (57½% of Contractor's Cost)	All Required		36.00
Signing (Temporary)	All Required		11.00
	Subtotal		$ 9,217.00
	10% Engr. & Cont.		921.70
	Total		$10,138.70

Length of Roadway. . . . . 2.000 miles
Cost of Roadway per mile $4,069.35

Federal Funds.	$ 5,300.00
State Funds.	1,700.00
County Funds	3,138.70
	$10,138.70

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

RECEIVED

[illegible] 5473 7-1-59 1

Monthly Transaction No. FOR FILING 7-1/2	For -2 (9-1 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. S322(2)	**FEDERAL-AID PROJECT AGREEMENT**	County **Deschutes**
5473		Project No. **S-416(1)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From jc. FAS 884 westerly and southerly approx. 1.8 miles (Marry, Vosberg and Cox Roads) on County Road

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		▨
Preliminary engineering		
Rights-of-Way		▨
Construction	3-26-59	1.1
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 6,191	Federal funds $ 3,200

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By H A Parsons

Assistant **State Highway Engineer**
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 1, 1959**

USComm-DC 40257

June 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Harry, Vosberg and Cox Roads Section, Project No. S-416(1).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

June 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Harry, Vosberg and Cox Roads Section (Unit "A"), Project No. S-416(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-416(1)

HAMBY, [illegible] AND COX ROAD SECTION

(UNIT "A") OF FAS ROUTE 659 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 12, 1959

Type Code 3210
Roadway (Sta. 0+00 to Sta. 27+10)(Sta. 63+98 to Sta. 95+04)(Contract No. 5473)

Preparation of Base	1.10 miles	$200.00	$ 220.00
Furnishing and Placing Aggregates	550 cu. yds.	4.25	2,337.50
RC-3 Asphalt	24 tons	45.75	1,098.00
200-300 Asphalt	42 tons	43.00	1,806.00
Sprinkling	42 M-gal.	3.00	126.00
			$5,587.50
Flagging (57½% of Contractor's Cost)	All Required		30.00
Signing (Temporary)	All Required		11.00
	Subtotal		$5,628.50
	10% Engr. & Cont.		562.85
	Total		$6,191.35

Length of Roadway - - - - - - - - - 1.102 Miles
Cost of Roadway Per Mile- - - - - - $5,618.28

Federal Funds -	$3,200.00
State Funds -	1,000.00
County Funds- -	1,991.35
	$6,191.35

State Funds For Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

Funds For Maint: Chap. 529, Laws 1939

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

~~-~~ 5473 7-1-59

RECEIVED
JUL [illegible] 1959
FOR FILING

Monthly Transaction No. 7-14	Form -2 (9-1 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project Report No. S-322(2)	**FEDERAL-AID PROJECT AGREEMENT**	County Deschutes Project No. S-418(1)

5473

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
From junction FAS 781 southwest approx. 2.1 miles.
Negus Road on County Road

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-26-59	2.1
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 10,794	Federal funds $ 5,700

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______

Assistant **State Highway Engineer**
(title)

By ______
______
(title)

By ______
______
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer July 1, 1959

USComm-DC 40257

June 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Megus Road Section, Project No. S-418(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

June 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Negus Road Section (Unit "D"), Project No. S-418(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-418(1)

NEGUS ROAD SECTION (UNIT "D") OF THE NEGUS ROAD IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 12, 1959

Type Code 3210
Roadway (Sta. 0+00 to Sta. 110+88)(Contract No. 5473)

Preparation of Base	2.1 miles	$200.00	$ 420.00
Furnishing and Placing Aggregates	960 cu. yds.	4.25	4,080.00
RC-3 Asphalt	40 tons	45.75	1,830.00
200-300 Asphalt	74 tons	43.00	3,182.00
Sprinkling	84 M-gals.	3.00	252.00
			$ 9,764.00
Flagging (57½% of Contractor's Cost)	All Required		38.00
Signing (Temporary)	All Required		11.00
	Subtotal		$ 9,813.00
	10% Engr. & Cont.		981.30
	Total		$ 10,794.30

Length of Roadway - - - - - - - - 2.100 Miles
Cost of Roadway Per Mile- - - - $5,140.14

Federal Funds -	$ 5,700.00
State Funds -	1,900.00
County Funds- -	3,194.30
	$ 10,794.30

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

[illegible] 5473 7-1-59

RECEIVED JUL 8 1959

Monthly Transaction No. 7-18	For -2 (9-1 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project Report No. S 322 (2) 4	FEDERAL-AID PROJECT AGREEMENT	County **Deschutes**
		Project No. **S-420(1)**

5973

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From W. junction F.A. 21 to E. junction F.A. 21 (Entire FAS 788 Route including spur) (Tom Barr and Bennet Road Section) on County Road

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-26-59	4.8
Other (*Specify*)		

FUNDS

Estimated total cost of project $ 24,409	Federal funds $ 12,600

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Assistant~~ **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXX **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 1, 1959**

USComm-DC 40257

June 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Ten Barr and Bennett Roads Section, Project No. S-420(1).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

June 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Ten Barr and Bennet Roads Section (Unit "U"), Project No. S-420(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Federal Aid Secondary
Oregon State Highway Department Project No. S-420(1)

TEN BARR AND BENNET ROADS SECTION (UNIT "G")
OF FAS ROUTE 788 IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 12, 1959

Type Code 3210
Roadway (Sta. 0+00 to Sta. 253+44)(Contract No. 5473)

Preparation of Base	4.8 miles	$200.00	$ 960.00
Furnishing and Placing Aggregates	2,185 cu. yds.	4.25	9,286.25
RC-3 Asphalt	88 tons	45.75	4,026.00
200-300 Asphalt	168 tons	43.00	7,224.00
Sprinkling	194 M-gals.	3.00	582.00
			$ 22,078.25
Flagging (57½% of Contractor's Cost)	All Required		100.00
Signing (Temporary)	All Required		12.00
	Subtotal		$ 22,190.25
	10% Engr. & Cont.		2,219.02
	Total		$ 24,409.27

Length of Roadway - - - - - - - - - 4.800 Miles
Cost of Roadway Per Mile- - - - - $5,085.26

Federal Funds -	$ 12,600.00
State Funds -	4,400.00
County Funds- -	7,409.27
	$ 24,409.27

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

Monthly Transaction No. JUL 3 1959 7-15	For 1-2 (9-1 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project Report No. S 322(3)	**FEDERAL-AID PROJECT AGREEMENT**	County **Deschutes**
		Project No. **S-419(1)**

5473

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Entire FAS Route 787
Nelson and Waugh Roads on County Road

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-26-59	3.00
Other (*Specify*)		

FUNDS

Estimated total cost of project $ 15,253	Federal funds $ 8,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Assistant~~ **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XXX~~ **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer July 1, 1959

USComm-DC 40257

June 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Nelson and Waugh Roads Section, Project No. S-419(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

June 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Nelson and Waugh Roads Section (Unit "F"), Project No. S-419(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-419(1)

NELSON AND WAUGH ROADS SECTION (UNIT "F") OF FAS ROUTE 787

in DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 12, 1959

Type Code 3210
Roadway (Sta. 0+00 to Sta. 158+43)(Contract No. 5473)

Preparation of Base	3.0 miles	$200.00	$ 600.00
Furnishing and Placing Aggregates	1,365 cu.yds.	4.25	5,801.25
RC-3 Asphalt	56 tons	45.75	2,562.00
200-300 Asphalt	104 tons	43.00	4,472.00
Sprinkling	120 M-gal.	3.00	360.00
			$13,795.25
Flagging (57½% of Contractor's Cost)	All Required		60.00
Signing (Temporary)	All Required		11.00
	Subtotal		$13,866.25
	10% Engr. & Cont.		1,386.62
	Total		$15,252.87

Length of Roadway. . . . . 3.000 miles
Cost of Roadway per mile $5,084.29

Federal Funds.	$ 8,000.00
State Funds	2,700.00
County Funds	4,552.87
	$15,252.87

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

5473 7-1-59

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Monthly Transaction No. 7-20	For 2 (9-12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Report No. 3	**FEDERAL-AID PROJECT AGREEMENT**	County **Deschutes**
5473		Project No. **S-426(1)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Jct. FAS 398 to Jct. FAS 788
(Bennet Road Section) on County Road

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-17-59	1.00
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 5,127	$ 2,700

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Assistant~~ **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 1, 1959**

June 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Bennet Road Section, Project No. S-426(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

June 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Bennet Road Section (Unit "I"), Project No. S-426(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-426(1)

BENNET ROAD SECTION (UNIT "I") OF THE
BENNET ROAD IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 12, 1959

Type Code 3210
Roadway (Sta. 0+00 to Sta. 52+80) (Contract No. 5473)

Preparation of Base	1.0 mile	$200.00	$ 200.00
Furnishing and Placing Aggregates	455 cu. yds.	4.25	1,933.75
RC-3 Asphalt	20 tons	45.75	915.00
200-300 Asphalt	34 tons	43.00	1,462.00
Sprinkling	42 M-gals.	3.00	126.00
			$4,636.75
Flagging (57½% of Contractor's Cost)	All Required		13.00
Signing (Temporary)	All Required		11.00
	Subtotal		$4,660.75
	10% Engr. & Cont.		466.07
	Total		$5,126.82

Length of Roadway - - - - - - 1.000 Mile
Cost of Roadway per Mile - - $5,126.82

Federal Funds -	$2,700.00
State Funds -	900.00
County Funds -	1,526.82
	$5,126.82

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

Funds for Maintenance: Chap. 529, Laws 1939

NOTE: Necessary funds have been deposited by Deschutes County with the Highway Department.

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FOR FILING

7-1-59

Monthly Transaction No. 7-3	Form -2 (9-1-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	.te **Oregon**
Project Report No. S3223(2)	**FEDERAL-AID PROJECT AGREEMENT**	County **Deschutes**
5473		Project No. **S-322(2)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From Jc. FAS 329 to Jc. FAS 324
Brown Road on County Road

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-26-59	1.00
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 5,129	Federal funds $ 2,700

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________

State Highway Engineer
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XXXX~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 1, 1959**

June 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Brown Road Section, Project No. S-322(2).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

June 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Brown Road Section (Unit "B"), Project No. S-322(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-322(2)

BROWN ROAD SECTION (UNIT "B") OF THE BROWN ROAD IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Base on low bid prices.)

Salem, Oregon, June 12, 1959

Type Code 3210
Roadway (Sta. 0+00 to Sta. 52+80)(Contract No. 5473)

Preparation of Base	1.0 miles	$200.00	$ 200.00
Furnishing and Placing Aggregates	455 cu. yds.	4.25	1,933.75
MC-3 Asphalt	20 tons	45.75	915.00
200-300 Asphalt	34 tons	43.00	1,462.00
Sprinkling	42 M-gals.	3.00	126.00
			$ 4,636.75
Flagging (57½% of Contractor's Cost)	All Required		15.00
Signing (Temporary)	All Required		11.00
	Subtotal		$ 4,662.75
	10% Engr. & Cont.		466.27
		Total	$ 5,129.02

Length of Roadway - - - - - - - -1.000 Miles
Cost of Roadway Per Mile- - - -$5,129.02

Federal Funds -	$ 2,700.00
State Funds -	900.00
County Funds- -	1,529.02
	$ 5,129.02

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

Monthly Transaction No. 7-6	Fo -2 (9-1a-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. S322 3(2)	**FEDERAL-AID PROJECT AGREEMENT**	County **Deschutes**
		Project No. **S-344(2)**

5473

The State through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From Junction FAS 397 South to East end S-344(1)
Deaser Road on County Road

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-26-59	1.4
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 7,100	Federal funds $ 3,700

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By____________________

Assistant **State Highway Engineer**
(title)

By____________________

(title)

By____________________

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ByXX **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 1, 1959**

USComm-DC 40257

June 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Denser Road Section, Project No. S-344(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

RNC:mfh

R. L. Porter
Office Engineer

June 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Denser Road Section (Unit "E"), Project No. 2-344(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

BNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-344(2)

DENSER ROAD SECTION (UNIT "E") OF
THE DENSER ROAD IN DESCHUTES COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 12, 1959

Type Code 3210
Roadway (Sta. 0+00 to Sta. 73+92)(Contract No. 5473)

Preparation of Base	1.4 miles	$200.00	$ 280.00
Furnishing and Placing Aggregates	640 cu. yds.	4.25	2,720.00
RC-3 Asphalt	26 tons	45.75	1,189.50
200-300 Asphalt	48 tons	43.00	2,064.00
Sprinkling	56 M-gal.	3.00	168.00
			$ 6,421.50
Flagging (57½% of Contractor's Cost)	All Required		22.00
Signing (Temporary)	All Required		11.00
	Subtotal		$ 6,454.50
	10% Engr. & Cont.		645.45
	Total		$ 7,099.95

Length of Roadway - - - - - - - 1.400 Miles
Cost of Roadway Per Mile- - - - $5,071.39

Federal Funds -	$ 3,700.00
State Funds -	1,200.00
County Funds- -	2,199.95
	$ 7,099.95

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Deschutes County with the Highway Department.

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S-322(2)

5473

June 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 15, 1959, on Contract No. 5473, Deschutes County Roads Section, Deschutes County, in connection with Federal Aid Project Nos. S-416(1), S-322(2), S-417(1), S-348(1), S-344(2), S-419(1), S-420(1), S-415(1) and S-426(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

Form A-150—10M—6-58

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
[illegible]

Invoice No. 60761

Date June 15, 1959

Your Req. No.

Billing Request No. co-487

Credit Distribution: 509-1040-297

Deschutes County
Bend, Oregon

2- F.15 6-59

Attn: County Court

Advance Deposit	$ 30,790.12
Partial transfer county's share total cost of Deschutes County Roads, Oiling (1959), covered by agreement dated May, 1959	20,790.12
To be retained	$ 10,000.00

ACKNOWLEDGMENT OF BILLING REQUES

Cash Received with Request: $ ....

By ....

State Printing 13107

NOTED
Harold C. Ayers

NOTED
W. R. JONES

NOTED
Harold C. Ayers

June 4, 1959

Deschutes County Court
Courthouse
Bend, Oregon

File FAS 659

NOTED
[illegible]

Gentlemen:

Your advance deposit of $25,900 in connection with the Deschutes County Roads oiling project has been received and Contract No. 5473 has been awarded to Horton Construction Company. A copy of the contract and a set of plans will be forwarded to you when available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:cg

NOTED
J. R. JONES

NOTED
C. G. SWENSON

NOTED
Harold C. Avers

Salem, Oregon
May 29, 1959

Deschutes County Roads Section
Nine FAS Routes

Mr. R. L. Porter
Office Engineer
Building

File
FAS 69

NOTED
John F. [illegible]

The required advance deposit on the subject project has been received from Deschutes County.

This project is now clear for award of a contract.

C. G. Swenson
Engineer, County & City Relations

CGS:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 26, 1959

Deschutes County Court
Courthouse
Bend, Oregon

NOTED
John F. Hagemann

Gentlemen:

On May 26 a satisfactory bid was received from the Horton Construction Company of Portland for oiling the Deschutes County Roads FAS project. As per the agreement between County and State the following advance deposit is required from the County prior to award of a contract:

Bid Items	$85,260.00
Flagging and Signing	450.00
12-1/2% Engineering & Contingencies	10,713.75
Estimated Total Cost	$96,423.75

County Advance Deposit

20% of $82,000	16,400.00
100% of balance ($96,423.75-$82,000.00)	14,423.75
Total Deposit	$30,823.75
Less Refund Due County on 1958* Oiling	4,890.12
Required Cash Deposit	$25,933.63 or say $25,900

+ See Contract 5234

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $25,900, forwarding same to this office. Upon receipt of this deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

Recd 5/29/59
Cont# 5473
509-1048

JFH:cg

RECEIVED
JUN 30 1959
FOR FILING
[illegible]

5473

May 29, 1959

Horton Construction Company
P. O. Box 1872
Portland 11, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 accepted your proposal for the Deschutes County Road Oiling Project on nine county roads, near Terrebonne, Redmond, Bend and Tumalo in Deschutes County for the sum of $85,260 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract Number 5473.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 29, 1959

Horton Construction Company
312 North Schmeer Road
Portland, Oregon

Contract for Deschutes County Road Oiling Project on nine county roads in Deschutes County for which you submitted low bid on May 26 awarded you today. Contract forms follow shortly.

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

R

RECEIVED
MAY 18 1959
FOR FILING
[illegible]
5472

Salem, Oregon
May 15, 1959

Finance #256

FAS Project Agreement
Deschutes County

Mr. C. G. Swenson
Engineer, City & County Relations Dept.
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of a finance agreement with Deschutes County covering the Deschutes County Roads oiling project on several FAS routes in Deschutes County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Deschutes County.

Secretary

rm
Attach: 1

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 7, 1959
Salem, Oregon

SUBJECT: FAS Project Agreement
Deschutes County

To: Mr. P. M. Stephenson
OFFICE

Attached are three copies of an agreement covering the Deschutes County Roads oiling project on several FAS routes in Deschutes County. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on January 22, 1959.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham

John D. Graham
Office Engineer

JDG:cg

Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 1-22-59 Min. Page 23
Floyd Query
Secretary

RECEIVED
MAY 15 1959
FOR FILING

[illegible]
S544(2)
5473

May 15, 1959

County Court of Deschutes County
Court House
Bend, Oregon

Gentlemen:

We are enclosing for the records and files of Deschutes County a fully executed copy of a finance agreement between the State Highway Commission and Deschutes County covering the Deschutes County Roads oiling project on several FAS routes in Deschutes County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
C. G. SWENSON

April 21, 1959

Deschutes County Court
Courthouse
Bend, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering the Deschutes County Roads FAS Oiling Project to be constructed in 1959. This project covers all or portions of FAS 659, 693, 781, 782, 786, 787, 788, 884, and 886. It is our present plan to accept bids on this project in Salem on May 26.

The agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The advance deposit would be 20% of $82,000 (available fiscal year 1961 FAS funds) and 100% of all costs over $82,000. The estimated total cost for this project, including construction engineering and contingencies, is $106,300; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat the above estimate as confidential.

If satisfactory, please sign, have the county clerk attest, with seal, and return both copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. If possible the signed agreements should be mailed so as to arrive in Salem by May 8.

Copies of the plans and specifications will be forwarded as soon as the specifications are available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm
Encl.

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

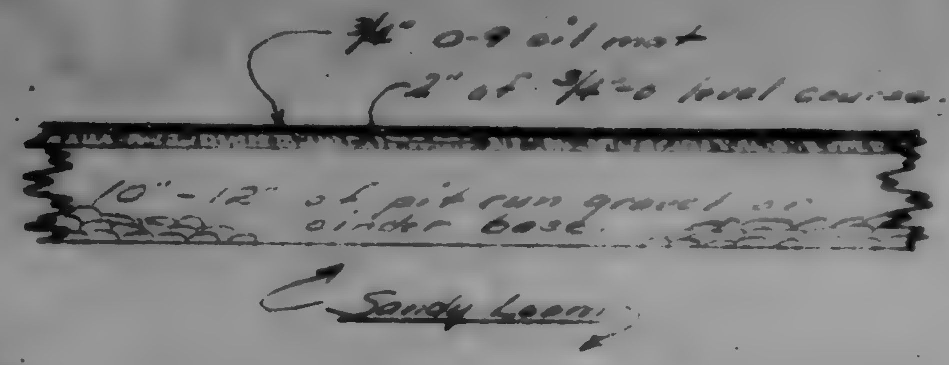
NOTED
Harold G. Ayers

NOTED
C. G. SWENSON

ion 8 Units in Deschutes County Highway F.A.S. 659, 673, 781, 782, 786, 787, 788, 884 County Deschutes Prefix ____
. Engr. A. A. Fossen Length of Project ____ Miles. Sta. ____ to Sta. ____ Date 4-9-[illegible]

Frost Penetration - ±26"-28" **TYPICAL SECTIONS** Traffic Classif. - Light

State Project
In place or to be placed by County.



State Project
In place or to be placed by County

① Typical Soil: Sample representative of entire area.

23 LL
0 PI
40 % P. 200 (% reduction)
66 % Sand
21 % Silt
13 % Clay
60 R-Value

* The above surfacing thickness is considered ample for frost protection due to the sandy subgrade plus good drainage.

Required Base & Wear		Designed Base & Wear	
Crushed	Not Crushed	Exist. Surf. Allow.	New Work
		12"-14"	
7½			[illegible]

RECEIVED
APR 15 1959
ENG[illegible]
COUNTY & [illegible]NS

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material to be determined by the Engineer.											

Submitted by H. F. Darker
Staff Assistant [redacted]

Recommended by
Construction Engineer

Recommended by C. F. Hageman
Asst Engineer of Materials

Approved by
Deputy State Highway Engineer

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

REC D
V.R. JO

NOTED
John agemann

fas 786

CON BND 135 3-18-59 440 PM

SWENSON

PLS NOTE THAT SKETCH MA P SHOWING ROADS TO BE OILED IN DESCHUTES COUNTY IS IN ERROR FAS 786 SHOWN ON UR SKETCH THRU CENTER OF SEC 26 SHD BE THE NEXT ROAD PARALLEL TO THE WEST ON THE SEC LINR XXX LINE BETWEEN SEC 26 AND 27 PLS CHANGE SKETCH SENT IN WIT H SPECS FROM THIS OFFICE

FXX SWIFT

BN

Changed
J.F.H.

I,.

NOTED
C. G. SWENSON

Salem, Oregon
March 11, 1959

Deschutes County Roads
Oiling
FAS 659, 693, 781, 782, 786, 787,
788, 884

Mr. Tom Edwards
OFFICE

NOTED
V. R. JONES

NOTED

The field data for the subject named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

There is a total of $82,000 of FAS funds available for this project and the county has agreed to pay all costs in excess of this amount.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
cc: Mr. F. Hall
Mr. V. G. O'Neill
Mr. Vic Wolfe

MEMO TO J. W. NASH
3/10/59

NOTED
C. G. SWENSON

FAS 659 - DESCHUTES COUNTY

TERMINI: From FAS 824, westerly, southerly, and easterly to a county road junction.

PROPOSED WORK: Construct a two lane low type surface.

PROJECT LENGTH: 1.8 miles

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$7,700	$4,700	$1,500	$1,500 (County)

EXISTING FACILITY: Roadway 24' to 26' wide cinder base and wearing surface constructed by county during 1959. No substandard grade or alignment.

STRUCTURES: None

ADJACENT SECTIONS: 20' wide oil mat wearing surface with 2' to 3' shoulders.

PROJECT DATA: Construct 20' wide type 0-9 oil mat wearing surface on grade and base prepared by Deschutes County to acceptable highway department standards. County to place shoulder aggregates 2' in width without federal cooperation.

ROW WIDTH:	40' minimum
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
UNUSUAL OR COMPLICATED SITUATIONS:	None

FAS 659 serves a highly developed, irrigated farming area and is a mail and school bus route.

JFH:eg

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
3/10/59

FAS 693, DESCHUTES COUNTY

TERMINI: From FAS 329 easterly to FAS 324.

PROPOSED WORK: Construct 2-lane low type surface.

PROJECT LENGTH: 1.0 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$4,300	$2,500	$900	$900 (County)

EXISTING FACILITY:
ROADWAY: 24' to 26' wide cinder base and wearing surface constructed by county during 1959. No substandard grade or alignment.
STRUCTURES: None.

ADJACENT SECTIONS:
WEST END: Junction FAS 329
EAST END: 20' wide oil mat wearing surface with 2' to 3' shoulders.

PROJECT DATA: Construct 20' wide type 0-9 oil mat wearing surface on grade and base prepared by Deschutes County to acceptable highway department standards. County to place shoulder aggregates 2' in width without federal cooperation.

ROW WIDTH: 40' minimum.
ACCESS CONTROL: None.
SYSTEM ACTION: None required.
PUBLIC HEARING: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None.

Route data submitted under Oregon Project S-322(1).

JFH:mm

NOTED
C. G SWENSON

MEMO TO J. W. NASH
3/10/59

FAS 781, DESCHUTES COUNTY

TERMINI: From county road junction approximately 0.75 mile south of Prineville easterly and northerly to FAS 320.

PROPOSED WORK: Construct 2-lane low type surface.

PROJECT LENGTH: 2.0 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$8,600	$5,200	$1,700	$1,700 (County)

EXISTING FACILITY:
ROADWAY: 24' to 26' wide cinder and gravel base and wearing surface constructed by county during 1959. No substandard grade or alignment.
STRUCTURES: None.

ADJACENT SECTIONS:
WEST END: 20' oil mat wearing surface with 3' shoulders.
EAST END: Junction FAS 320.

PROJECT DATA: Construct 20' wide type 0-9 oil mat wearing surface on grade and base prepared by Deschutes County to approved highway standards. County to place shoulder aggregates 2' in width without federal ~~part~~ cooperation.

ROW WIDTH: 40' minimum.
ACCESS ~~CONTROL~~ CONTROL: None.
RR XING:
- Name of RR: Great Northern.
- No. of tracks: One.
- No. of trains:
- Sight Distance: Unrestricted.
- Vehicle Speeds;
- Group Priority:
- RR Benefits:
- Existing Protection: X-buck.
- Proposed Protection: Reflectorized X-buck with advance warning signs.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None.

FAS 781 serves a highly productive, irrigated farming area and is a mail and school bus route.

JFH:mm

NOTED
C. G SWENSON

MEMO TO J. W. NASH
3/10/59

FAS 782, DESCHUTES COUNTY

TERMINI: From FAS 781, southerly and westerly to road junction west of Railroad tracks.

PROPOSED WORK: Construct a two lane low type surface.

PROJECT LENGTH: 2.1 miles

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$9,000	$5,400	$1,800	$1,800 (County)

EXISTING FACILITY:
ROADWAY: 24' to 26' wide cinder and gravel base and wearing surface constructed by county during 1959. No substandard grade or alignment.
STRUCTURE: None

ADJACENT SECTIONS: North End: Junction FAS 781.
South End: 20' wide oil mat wearing surface with 4' shoulders.

PROJECT DATA: Construct 20' wide type 0-9 oil mat wearing surface on grade and base prepared by Deschutes County to approved highway standards. County will place shoulder aggregates 2' to 3' in width without federal cooperation.

ROW WIDTH:		40' Minimum
ACCESS CONTROL:		None
RR XING:		
NAME OF RAILROAD:	Great Northern	Group Priority:
NUMBER OF TRACKS:	One	Railroad benefits:
NUMBER OF TRAINS:		Existing Protection: X-buck
SIGHT DISTANCE:	Unrestricted	Proposed Protection: Reflectorized
VEHICLE SPEEDS:		X-buck with advance warning signs
SYSTEM ACTION:		None required
PUBLIC HEARING:		None required
UNUSUAL OR COMPLICATED SITUATIONS:		None

FAS 782 serves a highly productive, irrigated farming area and is a mail and school bus route.

JFH:og

NOTED
C G SWENSON

MEMO TO J. W. NASH
3/10/59

FAS 786, DESCHUTES COUNTY

TERMINI: From FAS 397 southerly to Oregon Project S-344(1).

PROPOSED WORK: Construct 2-lane low type surface.

PROJECT LENGTH: 1.4 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$6,000	$3,600	$1,200	$1,200 (Co.)

EXISTING FACILITY:
ROADWAY: 24' to 26' wide cinder and gravel base and wearing surface constructed by county during 1959. No substandard grade or alignment.
STRUCTURES: None.

ADJACENT SECTIONS:
NORTH END: Junction FAS 397.
SOUTH END: 20' wide oil mat with 2' shoulders.

PROJECT DATA: Construct 20' wide type 0-9 oil mat wearing surface on grade and base prepared by Deschutes County to approved highway department standards. County will place shoulder rock without federal [illegible] cooperation.

ROW WIDTH:	40' minimum.
ACCESS CONTROL:	None.
RR XING:	None.
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATION:	None.

Route data submitted under Oregon Project S-344(1).

JFH:mm

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
3/11/59

FAS 787, DESCHUTES COUNTY

TERMINI: Entire route located east of Bend.

PROPOSED WORK: Construct a two-lane low type surface.

PROJECT LENGTH: 3.0 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$12,800	$7,600	$2,600	$2,600 (County)

EXISTING FACILITY:
ROADWAY: 24' to 26' wide cinder and gravel base and wearing surface constructed by county during 1959. No substandard grade or alignment.
STRUCTURES: None

ADJACENT SECTIONS: Project includes entire route.

PROJECT DATA: Construct 20' wide typeD-9 oil mat on grade and base prepared by Deschutes County to approved Highway standards. County to place shoulder rock without federal participation.

ROW WIDTH:	40' Minimum
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None Required
PUBLIC HEARING:	None Required
UNUSUAL OR COMPLICATED SITUATIONS:	None

FAS 787 serves a highly developed, irrigated farming area and is a mail and school bus route.

JFH:cg

NOTED
V. R. JONES

NOTED
C G [illegible]

MEMO TO J. W. NASH
4/8/59

The program data submitted you for FAS 788, Deschutes County, by memo dated March 11, 1959 should be revised as follows:

TERMINI: Entire route (Ten Barr and Bear Creek Roads Section)

PROJECT LENGTH: 4.8 miles

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$20,700	$12,500	$4,100	$4,100 (County)

The balance of the data in the original memo was correct.

NOTED
JOHN D. GRAHAM

JFH:og

NOTED
C. G SWENSON

MEMO TO J. W. NASH
3/11/59

FAS 788, DESCHUTES COUNTY

TERMINI: Entire route (including spur).

PROPOSED WORK: Construct a two-lane low type surface.

PROJECT LENGTH: 5.8 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$25,000	$15,000	$5,000	$5,000 (County)

EXISTING FACILITY:
ROADWAY: 24' to 26' wide cinder and gravel base and wearing surface constructed by county in 1959. No substandard grade or alignment.
STRUCTURES: None

ADJACENT SECTIONS: Project includes entire route.

PROJECT DATA: Construct 20' wide type 0-9 oil mat on grade and base prepared by Deschutes County to approved highway standards. County to place shoulder rock without federal cooperation.

ROW WIDTH: 40' Minimum
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
PUBLIC HEARING: None required
UNUSUAL OR COMPLICATED SITUATIONS: None

FAS 788 serves a highly productive, irrigated farming area and is a mail and school bus route.

JFH:cg

NOTED
V. R. JONES

NOTED
C G [illegible]

MEMO TO J. W. NASH
4/8/59

FAS 886, DESCHUTES COUNTY

TERMINI: From FAS 398 to FAS 788 (Bennet Road Section).

PROPOSED WORK: Construct two-lane low type surface.

PROJECT LENGTH: One mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$4,300	$2,500	$900	$900 (County)

EXISTING FACILITY:
ROADWAY: 24' - 26' wide cinder and gravel base and wearing surface constructed by county in 1959. No substandard grade or alignment.
STRUCTURES: None

ADJACENT SECTIONS:
North End: 10' - 14' wide light gravel wearing surface on 20' roadway.
South End: Junction FAS 788.

PROJECT DATA: Construct 20' wide type 0-9 oil mat on grade and base prepared by Deschutes County to approved highway standards. County to place shoulder rock without federal participation.

ROW WIDTH:	40' minimum
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
UNUSUAL OR COMPLICATED SITUATIONS:	None

FAS 886 serves a highly productive, irrigated farming area and is a mail and school bus route.

NOTED
JOHN D. GRAHAM

JFH:cg

[illegible] FAS 659, [illegible]
[illegible]

[illegible]
R. [illegible]

NOTED
[illegible] Ayers

January 12, 1959

Mr. George H. McAllister
Deschutes County Roadmaster
Courthouse
Bend, Oregon

NOTED
John F. Hagemann

Dear Mr. McAllister:

Attached are ~~two~~ tabulations, with map attachments, describing fiscal years 1960 and 1961 fund projects to be constructed with Deschutes County FAS funds. The fiscal year 1960 projects will be contracted in the spring or summer of 1959 and the fiscal year 1961 projects in the spring or summer of 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm
Att: 59-a

NOTED
JOHN D. [illegible]

NOTED
C. G. SWENSON

1-5-59

PROPOSED PROJECTS (Fiscal Year 1960 Funds)
DESCHUTES COUNTY

✓ FAS 659 - Approximately 1.8 miles. This section extends from the existing oiled surface at the junction of Harry and Atkinson Roads westerly along Harry Road, southerly along Vosberg Road, and easterly along Cox Road to Atkinson Road.

FAS 693 - Approximately 1.0 mile. This section extends from FAS 329 easterly along Brown Road to FAS 324.

FAS 781 - Approximately 2.0 miles. This section extends from a road junction approximately 0.75 mile south of Prineville Junction easterly and northerly to FAS 320 (O'Neil State Highway) east of the city of Prineville railroad tracks.

FAS 782 - Approximately 2.1 miles. This section extends from FAS 781 southerly and westerly to the existing oil mat wearing surface immediately west of the Great Northern railroad tracks.

FAS 786 - Approximately 1.4 miles. This section extends from FAS 397 southerly along Densor Road to the existing oil mat wearing surface at the junction of Densor and Neff Roads.

FAS 787 - Approximately 3.0 miles. This section extends from FAS 397 easterly along Nelson Road and southerly along Waugh Road to FAS 398.

FAS 788 - Approximately 5.8 miles. This section extends from FAP Route 21 (Central Oregon Highway) approximately 3 miles east of Pilot Butte southerly to the Bear Creek Road, easterly along Bear Creek Road to Ten Barr Road, and southerly along Ten Barr Road to FAP Route 21. Also included is FAS 788 spur which extends from FAS 398 southerly along Bennet Road to Bear Creek Road.

FAS 884 - Approximately 2.0 miles. This section extends from FAS 659 easterly 1.6 miles to the existing oil mat wearing surface and from FAS 326 (Redmond-Bend Highway) easterly to FAP Route 4 (The Dalles-California Hwy.).

The proposed project is to construct a 20' wide type 0-9 oil mat wearing surface on all sections. The county will grade and base these sections prior to the FAS oiling project and place shoulder rock. The FAS project will be for oiling only with all sections being combined under one contract. Survey data will be furnished by the county. This work will be the same type and nature as that constructed in 1955, '56, '57, and '58.

A total of $82,000 of FAS funds is programmed for the above projects which sum represents the presently estimated fiscal year 1960 FAS funds available to Deschutes County. Deschutes County will pay all costs in excess of available FAS funds.

59-a
1/5/59 Comm approvd 1-22-59

1958 + 1957

FAS 659 County Deschutes Contract No.

Section

[illegible]

Location 58-C-81 + 82

11-21-58

[illegible]

FAS [illegible] County [illegible] Contract No.

Section

Location [illegible]

[illegible] 1-58

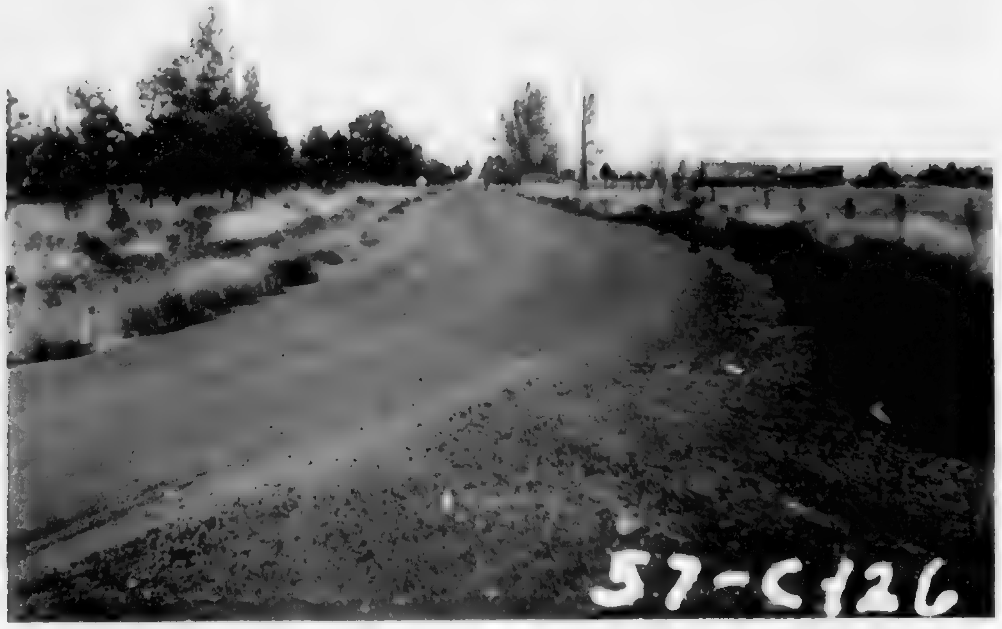
1956 + 1957

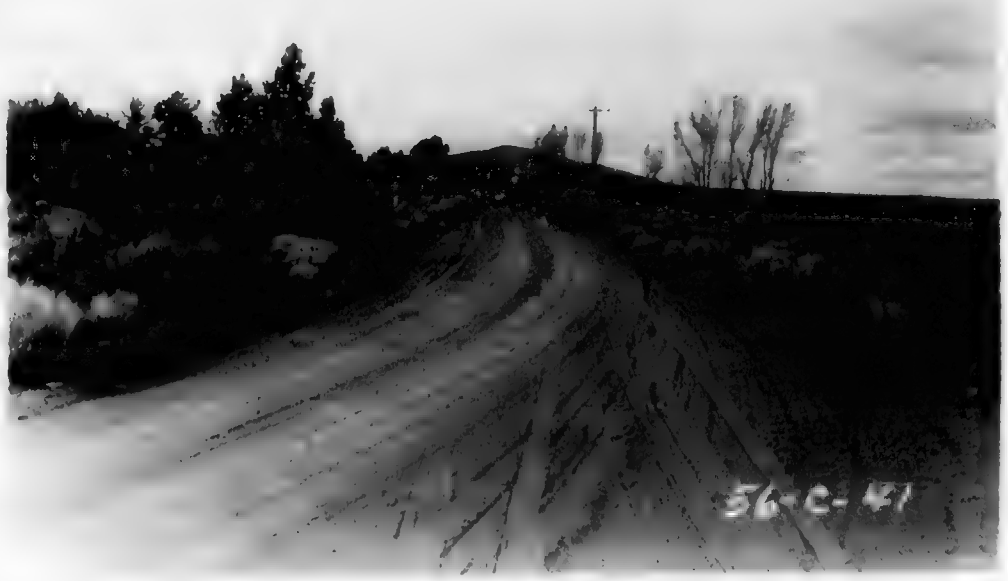
FAS 693 County Deschutes Contract No. ____

Section 57-C-126 [illegible]

Location ____

10-3-57





6-4224 Coos Bay (McCullough) Br. 1959
at North Bend
45474

6-4224 Coos Bay (McCullough) Br. 1959
at North Bend
45474

RECEIVED

A

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 17, 1959

6-4224

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5474	Est 1 Final	Hillstrom Shipbuilding Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19894	19570	$ 6,901.75	8/13/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 60 workdays from June 7, 1959

Time Extensions: None of record

Completion Date: July 2, 1959

Date Accepted: August 13, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: August 18, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

NOTED ON CARD
LC

Warrant Mailed: AUG 18 1959
JC

A

RECEIVED
AUG 5 - 1959

FOR FILING

6 H-54

5474

August 4, 1959

American Surety Company
David A. Lewis, Ass't. Manager
725 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5474 for fender piling repairs on the McCullough Bridge in Coos Bay, Coos County, was completed by the contractor, Hillstrom Shipbuilding Company, on July 2, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $6,901.75 will be released to the contractor after acceptance by the Commission. The total contract amount is $6,901.75, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

FORM 8-122

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL - 1 1959
FOR FILING

5474

June 30, 1959

Hillstrom Shipbuilding Company
P. O. Box 477
Coos Bay
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5474, awarded May 28, 1959, for fender piling repairs on the McCullough Bridge in Coos Bay on the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

A

RECEIVED
JUN 24 1959
FOR FILING

6-4224

5474

June 23, 1959

CERTIFIED MAIL

Hillstrom Shipbuilding Company
P. O. Box 477
Coos Bay, Oregon

Gentlemen:

We are enclosing your Certified Check No. 280 in the amount of $315.00.

This check was submitted with your proposal on the Coos Bay (McCullough) Bridge at North Bend in Coos County, on which project you were the low bidder on May 5, 1959. As the contract has been fully executed, we are returning your check to you. This is Contract No. 5474.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

cc Mr. John Herr - Acct.
fp

RECEIVED
MAY 29 1959
FOR FILING

6-4224

5474

May 28, 1959

Hillstrom Shipbuilding Co.
P. O. Box 477
Coos Bay, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959, awarded to you State Highway Contract No. 5474 for construction on Coos Bay (McCullough) Bridge at North Bend on the Oregon Coast Highway in Coos County.

This award was based on your bid of $6,199.95 which was the low bid submitted to the Commission on May 5, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC
I. D. Merchant

15-8316 Ashland Rock Prod. Proj. 1959

#5475

RECEIVED
JAN 22 1960
FOR FILING
[illegible]
5475

January 21, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

You are hereby notified that a post-final payment will be made to F. L. Somers on contract #5475 for the Ashland Rock Production Project on the Green Springs and Pacific Highways in Jackson County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $43,409.94, including the post-final payment of $1,661.46. There was no force account work performed in connection with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
[illegible] 1960
FOR FILING
[illegible]
5475

FORM E-123-X 50M

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTED
W. C. WILLIAMS

January 20, 1960

Mr. F. L. Somers
General Contractor
P. O. Box 668
Medford, Oregon

Ashland Rock Production
Green Springs & Pacific Highways
Contract No. 5475

Dear Sir:

Further reference is made to your letter of January 7 regarding the quantity of rock paid for in stockpile on the subject named project and expressing a desire to discuss this job in its various aspects with this office.

We have rechecked the quantity of rock paid for by an independent remeasure and find that the quantities are as represented on the estimate.

We will be glad to discuss the other aspects of this work with you and suggest that you call this office regarding a mutually agreeable time for such a meeting at your convenience.

Very truly yours,

W. C. Williams
State Highway Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc W. C. Williams

RECEIVED
[illegible]

RECEIVED
JAN [illegible] 1960

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

15-8316

5475

NOTED
W. C. WILLIAMS

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 8, 1960

Mr. F. L. Somers
General Contractor
P. O. Box 668
Medford, Oregon

Ashland Rock Production
Green Springs and Pacific
Highways
Contract No. 5475

Dear Sir:

Reference is made to your letter of January 7 in which you advise that you have measured the stockpiles on the subject-named project and that the quantity is not in agreement with the amount which we paid for on our estimate.

In this respect, I wish to advise that we will return the field notes to the Division office with instructions to make a check between such field notes and with your records of measure and remeasure so that a reconciliation may be made. In those instances where the two can not be reconciled, we will have another engineering crew, different than that originally assigned to the job, remeasure the piles in question.

It is thought that after this reconciliation of quantities has been made, that a meeting would certainly be in order and we will arrange one for a mutually agreeable time.

Very truly yours,

W. C. Williams
State Highway Engineer

By L. H. Young

L. H. Young
Assistant Construction Engineer

LHY:fp

cc W. C. Williams
R. L. Porter
F. D. Morgan

RECEIVED
JAN - 8 1960
OFFICE OF
STATE HIGHWAY ENGINEER

F. L. SOMERS
GENERAL CONTRACTOR
P O Box 668 • Telephone SPring 3-1053
MEDFORD, OREGON

January 7, 1960

Oregon State Highway Department
Salem,
Oregon

Attention: Mr. Tom Edwards,
Construction Engineer

Dear Sir:

In reply to your letter of December 30, 1959, regarding our claim on Contract No. 5475, I wish to advise that we have remeasured the stockpiles and find they contain the full contract quantity of 8,000 cubic yards. This quantity also checks with our load measurement after due allowance for shrinkage.

I am well aware that our costs of operation are no basis for a claim on any job, but were submitted to you merely to verify our contention that an adjustment on this project is in order.

At the time of bidding this job, a face of suitable cinders was exposed in the pit, but it very definitely did not continue above the elevation we were requested to use in the pit. Behind this face the material changed to sandy clay that was very definitely not suitable for production of the material required.

It is my sincere desire to talk over our claim with you and your personnel familiar with this pit so that an equitable adjustment may be worked out.

Very truly yours,

F. L. SOMERS

F L Somers
F. L. Somers

FLS:mn

Young

CONSTRUCTION DIVISION
RECEIVED
JAN 8 1960
NOTED-- ☐ ☐ ☐ ☐ ☐
CE AE ACE CCE

FORM E-123-X 6OM 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
N - 1 1960
FOR FILING
5475

NOTED
W. C. WILLIAMS

December 30, 1959

Mr. F. L. Somers
General Contractor
P. O. Box 668
Medford, Oregon

Dear Sir:

Reference is made to your letter of December 1, 1959, directed to K. D. Limbocker, regarding claim for additional compensation. As requested, we remeasured the stockpile at M.P. 74 on the Siskiyou Highway and found that on the remeasure a wrong H. I. was used due to the original bench mark having been destroyed. A revised estimate will be submitted to you shortly for your consideration. This estimate will reflect an increased quantity in the approximate amount of $1,000.

Regarding your claim for additional compensation because of quality of material in the quarry or because of excessive rejections in the 1/8"-0 grade, our thinking is as follows: The quarry face was exposed at time of bidding. Your assumption that only ten to fifteen per cent would pass the 1/8-inch screen appears to be an error in judgement. This is an extremely low figure for any reduction of materials to grading of 1/2-inch to 1/8-inch and most certainly in cinders. This quarry was admittedly a hard one to get high production from. However, the condition did not change from time of bidding. A lot of your trouble was caused by the material being extremely wet and did not dry out good as the work progressed.

There was material in this pit suitable in quality and of enough quantity to complete the project. It was apparent that the project could be completed out of the pit but not within the contract or land lease time limit. Recognizing these facts, you suggested that you be permitted to furnish material from another source to fulfill your obligation at the Siskiyou Maintenance Site. We acceded to your request in an effort to be helpful and to minimize your losses.

We can not recognize your cost of operation as having any bearing on an adjustment, as the facts were evident when the job was bid and apparently misinterpreted.

Very truly yours,

W. C. Williams
State Highway Engineer

By Tom Edwards

Tom Edwards
Construction Engineer

LHY:fp
cc W. C. Williams
F. D. Morgan

F. L. SOMERS
GENERAL CONTRACTOR
P. O. Box 668
MEDFORD, OREGON

December 1, 1959

Re: Contract No. 5475
Claim for additional
compensation.

Mr. K. D. Limbocker,
Resident Engineer
Oregon State Highway Department
Central Point, Oregon

Dear Sir:

In addition to our request for a remeasurement of the stockpiles at M.P. 7.6 on the Siskiyou Highway, we would like to arrange a meeting with the proper authorities to discuss our claim for additional compensation based on the following facts.

Under the special provisions of this contract, we were to furnish crushed cinders obtained from a pit made available by the State Highway Department. Contrary to first appearances, in operating the pit in accordance with paragraph 2, page 3 of the Special Provisions, it was impossible to obtain sufficient material to do the job.

In the process of doing our very best to obtain the necessary material, we went to abnormal expense in plant setup and additional screening equipment, and in the course of finally producing 4,569.7 cubic yards of acceptable material it was necessary for us to produce and pile over 5,000 yards of 1/8-0 cinders, in addition to all the stripping we did in the pit. From the appearance of the pit before the job was started, it was anticipated that this 1/8-0 material would run from ten to fifteen percent of the usable material, rather than over 100%.

After proving to our own satisfaction and that of the engineers in charge of the project that suitable material was not available in the pit, it was necessary for us to purchase the additional cinders required in California and haul them fifty-five miles to the stockpiles.

For your information, our cost on this project was $62,046.14, for which we have been paid $41,748.48.

COPY

Young

CONSTRUCTION DIVISION
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CE ACE

Our cost is broken down as follows:

Labor		8,095.29	
Payroll taxes		920.77	
Cinders purchased		4,590.00	
Fuel, oil and grease		1,013.61	
Maintenance and repair		3,701.79	
Machinery rented from others		1,734.80	
Freight on equipment		1,716.50	
Bond and insurance		601.25	
Office overhead and supervision		1,853.47	
Hauling cinders		20,883.66	17,498.40
Rental charged on own equipment:			
Crushing plant	2 months	8,600.00	6804
Dozer	2 months	5,000.00	3612
4 yd. Michigan Loader	2 months	3,500.00	5565
1 yd. Shovel	½ month	1,125.00	1067
Pickup	2 months	170.00	272

7206.00

It is our firm belief that this excessive cost was caused entirely by conditions that were not evident to ourselves or the State Highway Department when the pit was selected for use.

Under the circumstances outlined above, we feel we are entitled to additional compensation and would like an opportunity to discuss it at your earliest convenience.

Very truly yours,

F. L. SOMERS

F. L. Somers

COPY

FLS:mm

cc: Mr. Frank Morgan, Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Mr. Tom Edwards, Construction Engineer
Oregon State Highway Department
Salem, Oregon

Mr W. C. Williams

A

RECEIVED
JAN - 1 1960
FOR [illegible]

15-8316

NOTED
W. C. WILLIAMS

December 18, 1959

Ashland Rock Production 5475
Contract No. 5475

FINAL COST ANALYSIS
Rock Production
Contractor: F.L. Somers
Resident Engineer: K.D. Limbocker

Green Springs & Pacific Hwys.
Prefix 15-8316-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1/4"-1/2" Cr. Cinders in S.P.	4,852.1	Cu. Yd.	2.40	4.764	23,114.01	11,645.04
Haul Cr. Cinders, pile measure	98,094	Yd. Mi.	0.12	0.112	11,075.39	11,771.28
PA#1 1/4"-1/8" Cr. Cinders in S.P.	2,777.6	Cu. Yd.	6.60	6.23	17,315.51	18,332.16
Deductions:						
Liquidated damages						-720.00
					$ 51,504.91	$ 41,748.48

Total Cost	$ 51,504.91
Gross Revenue	41,748.48
Net Loss	$ 9,756.43

Net Loss equals 23.3% of Gross Revenue

DETAIL OF COST - Contract No. 5475

Labor:		
Labor	$ 14,558.92	
Labor Insurance	1,188.52	
Health and Welfare	335.37	
Pension	13.98	$ 16,096.79
Equipment Rental and Miscellaneous Expenses:		
Equipment Rental, Owned	22,503.39	
Equipment Rental, Hired	1,017.40	
Gas, Oil, and Grease	2,930.10	
Bond	267.26	
P.L. and P.D. Insurance	333.09	
P.U.C.	750.39	
Use Fuel tax, California	244.48	
Use Fuel tax, Oregon	2.19	
Small Tools	76.60	
Move in freight	858.25	
Home Office	1,834.97	30,818.12
Cinders purchased	4,590.00	4,590.00
TOTAL COST		$ 51,504.91

BREAKDOWN OF CRUSHING COSTS - Contract No. 5475

	Quantity	Unit	Total Cost	Unit Cost
Move in and Set up	4, 852. 1	Cu. Yd.	5, 378. 47	1. 108
Feed Crusher	4, 852. 1	Cu. Yd.	4, 060. 25	0. 836
Crushing	4, 852. 1	Cu. Yd.	13, 675. 29	2. 818
	4, 852. 1	Cu. Yd.	23, 114. 01	4. 764
Haul cinders to Green Springs site from crusher site	39, 750	Yd. Mi.	4, 422. 68	0. 111
Haul cr. cinders to Siskiyou site from crusher site	58, 344	Yd. Mi.	5, 684. 04	0. 097
Total yard miles from Crusher	98, 094	Yd. Mi.	10, 106. 72	0. 104
Haul cr. cinders from California	152, 768	Yd. Mi.	11, 823. 55	0. 077
S. P. Mat'l at Green Springs Site	3, 191. 60	Cu. Yd.	419. 58	0. 131
S. P. Mat'l at Siskyou Site Hauled from Crusher Site	1, 660. 5	Cu. Yd.	542. 90	0. 326
Hauled from California	2, 777. 6	Cu. Yd.	908. 15	0. 326

Total crushing time equals 198 hours

Total cubic yards crushed 4852. 1

Average crush per hour equals 24. 5 cubic yards

Remarks - Contract No. 5475

This was a "State Project" located on both the Green Springs and Pacific Highways in Jackson County. The work to be done consisted of the furnishing of approximately 8,000 cubic yards of crushed cinders in stockpiles for later use by the State in connection with maintenance operations.

The sections of highways for which the crushed materials were to be furnished were the Green Springs Highway M.P. 0.00 to M.P. 27.87 and the Pacific Highway M.P. 324.58 to M.P. 340.67.

The project was bid by F.L. Somers on May 5, 1959 and was awarded to him on May 28, 1959. He began work on June 1, 1959 and completed the project on August 20, 1959.

On June 1, 1959, the contractor began moving in and setting up his 2-crusher crushing plant in the state-controlled cinder pit located 0.6 mile north of M.P. 32.1 on the Green Springs Highway.

On June 23, 1959, the contractor began crushing the cinders using a 2-crusher plant consisting of a reciprocating feeder, a 3-foot Traylor cone crusher, a set of 54" x 24" rolls, a 350 kwt. generating plant, two 4' x 10' L.J. double screens, one 4' x 12' tripple deck screen, one 18' x 24" conveyor, two 24" x 60' conveyors, two 30" x 60' conveyors, one 36" x 70' conveyor belt and such other necessary equipment.

The plant was fed with a 4-cubic yard Michigan loader and the material in the pit was loosened with an HD-16 tractor with bulldozer.

The material was hauled to the stockpiles with three 10-cubic yard trucks and three 20-cubic yard trucks and trailers. It was stockpiled with the HD-16 cat and Michigan loader.

Source of material consisted of fine cinders which were very wet. The wet material caused the screens to plug up resulting in low production and the fineness of the material to be crushed resulted in a very high percentage of rejects.

After producing about half of the required cinders for the project, the contractor realized that he could not comply with the special provisions in regards to the use of the pit so requested permission to obtain the material not already produced from a source in California.

The contractor, although he had good equipment and supervision, suffered a large loss due to an excessive amount of water in material to be crushed which caused the plant to plug and an excessive amount of reject material.

M.N. Juve
Chief Cost Analyst

By
F.W. Sugnet

RECEIVED
1959
FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT
(date)

November 16, 1959

15-8316

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
~~5475~~	4 Final	F. L. Somers	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27815	96124	$ 2,385.84	11-13-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 30 workdays from June 10, 1959

Time Extensions: One Extension of Time for 25 days

Completion Date: August 20, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: November 16, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: NOV 16 1959

NOTED ON CARD

A

RECEIVED
OCT 30 1959
FOR FILING
15 F 316
11

October 30, 1959

United Pacific Insurance Company
Fidelity & Surety Department
United Pacific Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5475 for the Ashland Rock Production Project on the Green Springs and Pacific Highways in Jackson County was completed by the contractor, F. L. Somers, on August 20, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $2,385.84 will be released to the contractor on or after November 9, 1959. The total contract amount is $41,748.48, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
SEP 25 1959
FOR FILING

15-8316

5475

September 24, 1959

Mr. F. L. Somers
P. O. Box 668
Medford
Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 24, 1959, had under discussion your request for an extension of time for 30 additional workdays within which to complete your contract #5475 for the Ashland Rock Production Project on the Green Springs and Pacific Highways in Jackson County.

We are pleased to inform you that the Highway Commission granted you 25 additional workdays as per Price Agreement #1. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt, any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
cc: F. D. Morgan
K. D. Limbocker
Tom Edwards

NOTED ON CAR

RECEIVED
SEP 23 1959
FOR FILING

September 23, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to F. L. Somers a portion of the funds heretofore retained by the Commission on contract #5475 for the Ashland Rock Production Project on the Green Springs and Pacific Highways in Jackson County.

This payment, in the amount of $10,067.64, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,217.40. The present payment will be released on or after October 5, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1- (Rev.)-

15-8316

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 18, 1959

Section Ashland

Highway Greens Springs & Pacific County Jackson

Contractor F. L. Somers

Date of contract May 28, 1959

Date work started June 1, 1959

Project authorization $ 50, 112.00

Exclusive of engineering $ 46,548.48

Kind of work Rock Production

Section prefix 15-8316

Contract number 5475

Specified work days 30

Work days used 42

Per cent of time elapsed 140 %

Estimated cost of completed project, exclusive of engineering $ 41,750.40

Estimated per cent ~~overrun~~ or underrun 11.18 %

Per cent of contract completed, based on estimated cost 100.00 %

Engineering authorization $ 3,563.52

Engineering cost to date $ 2,759.43, 77.44 %

Date project was completed August 20, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100.00

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semifinal Submitted Friday, Sept. 18, 1959
Final report.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
SEP 21 1959
NOTED-- EyB
CE AE ACE CUE

Noted
M. N. Juve

Signed

Address Box 429, Central Point, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			8,000.0		
Total quantities corrected to date			7,629.6		
Estimated quantities moved or placed to date			7,629.6		
Average daily quantities			—		
Average daily quantities necessary to complete project on time			0		
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

RECEIVED
AUG 25 1959
FOR FILING
[illegible]
[illegible]

August 24, 1959

Oregon State Highway Commission

Request for Extension of Time
No. 2
September 24-25 Meeting

Gentlemen:

We are in receipt of a "Contractor's Request for Increase in Number of Workdays to Complete Contract Construction" on the Ashland Rock Production Project, Siskiyou and Pacific Highways, Contract No. 5475. The contractor, Mr. F. L. Somers, has requested that an additional 30 workdays be allowed on this project without penalty. He gives as his reason for requesting such extension that the cinders in the pit were saturated with mud and water, which caused low production, and also claimed unavailability of usable cinders for production.

The allegations of the contractor, as set forth, are essentially true, as the cinder quarry did not produce material of good quality without considerable selection, which took extra time. In addition to this, by the middle of July it became obvious that the pit would become exhausted of material which would meet our specifications before the contract amount was produced. As a result of this, we entered into a price agreement with the contractor for him to furnish crushed cinders at our Siskiyou Maintenance Headquarters from a commercial site in California for the same price as would have been the cost if produced from the Green Springs quarry; however, due to other commitments of the commercial supplier, he could furnish only a limited amount per day. The time requested by the contractor is essentially for an adjustment of the workday count to this fact.

In view of the above, it is recommended that the contractor be granted an additional 25 workdays without penalty for the completion of this work.

Very truly yours,

W. C. Williams
State Highway Engineer

[illegible] ae me

cc Mr. Tom Edwards

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FORM E-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUN 25 1959
FOR FILING
15-8316

5475

June 24, 1959

Mr. F. L. Somers
P. O. Box 668
Medford
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5475, awarded May 28, 1959,
for the Ashland Rock Production Project
on the Green Springs and Pacific Highways
in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
MAY 29 1959
FOR FILING

15-5316

5475

May 28, 1959

F. L. Somers
P. O. Box 668
Medford, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 awarded to you State Highway Contract No. 5475 for the Ashland Rock Production project on the Green Springs and Pacific Highways in Jackson County.

This award was based on your bid of $44,544.00, which was the low bid submitted to the Commission on May 5, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC

18-8323 Lapine Rock Prod. Proj. 1959

#5476

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 14, 1960

18-8323

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5476	3 Final	C. C. Meisel	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
32663	145900	$ 809.01	1-14-60

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 60 workdays from June 10, 1959

Time Extensions: None of record

Completion Date: October 15, 1959

Date Accepted: December 16, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: January 14, 1960

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

NOTED ON CARD
OC

Warrant Mailed: JAN 15 1960

RECEIVED
NOV 23 1959
FOR FILING

[illegible]323

[illegible]

November 20, 1959

Standard Accident Insurance Co.,
Detroit 32
Michigan

Gentlemen:

State Highway contract #5476 for the Lapine Rock Production Project on The Dalles-California and Fremont Highways in Klamath-Deschutes Counties was completed by the contractor, C. C. Meisel, on October 15, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $809.01 will be released to the contractor after acceptance by the Commission. The total contract amount is $26,967.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Standard Accident Insurance Co.,
620 Portland Trust Bldg.,
Portland, Oregon

cc: Standard Accident Insurance Co.,
John W. Lyles, Agent
Portland Trust Bldg.,
Portland, Oregon

RECEIVED
OCT 29 1959
FOR FILING

October 28, 1959

Standard Accident Insurance Co.,
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. C. Meisel on contract #5476 for the Lapine Rock Production Project on The Dalles-California and Fremont Highways in Klamath-Deschutes Counties.

This payment, in the amount of $9,444.99, will be released to contractor on or after November 9, 1959. The retained percentage is $809.01.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Standard Accident Insurance Co.,
Robert P. Dawson
Lamping & Co. Insurance
620 Portland Trust Bldg.,
Portland, Oregon

cc: Standard Accident Insurance Co.,
John W. Lyles
Portland Trust Bldg.,
Portland, Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct. 24, 1959, 19

Section Lapine

Kind of work Rock Production

Highway The Dalles-Cal & Fremont County Klamath & Deschutes

Section prefix 18-8323

Contractor C.C. Meisel

Contract number 5476

Date of contract May 28, 1959

Specified work days 60

Date work started July 21, 1959

Work days used 89

Project authorization $ 32,625.00

Exclusive of engineering $ 30,305.00

Per cent of time elapsed 148.33 %

Estimated cost of completed project, exclusive of engineering $ 29,378.51

~~Estimated~~ per cent ~~overrun or~~ underrun 9.95 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 2,320.00

Engineering cost to date $ 1,950.00, 84.05 %

Date project was completed Octpher 15, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
St. pile site SFO Completed						100%

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Clearing of the gravel deposit began on July 21 1959.

Stripping of the pumice overburden completed on August 4.

No work by contractor from that time until September 1, when crushing equipment started to arrive. Plant erection completed Friday September 11 and crushing started at once. Crushing completed on October 15 and piles remeasured on October 19. Semi-final estimate submitted to the Bend Division office on Thursday October22.

Final report

CONSTRUCTION DIVISION
RECEIVED
OCT 26 1959
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

Signed A. A. Fossen
A.A. Fossen Res. Eng'r

Address Box 151 Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			40.93		
Miles partially completed					
Miles completed			40.93		
Total estimated quantities (contract)			10,000		
Total quantities corrected to date			10,073		
Estimated quantities moved or placed to date			10,073		
Average daily quantities			438 (23 days)		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear-Moderate		
Monday	"		
Tuesday	Lt overcast		
Wednesday	Rain		
Thursday	Clearing & Moderate		
Friday	Fair		
Saturday	"		

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL - 1 1959
FOR FILING

18-8323

5476

June 30, 1959

Mr. C. C. Meisel
P. O. Box 206
McMinnville
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5476, awarded May 28, 1959, for the Lapine Rock Production Project on The Dalles-California and Fremont Highways in Klamath-Deschutes Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

A

RECEIVED
MAY 29 1959

FOR FILING

18 1323

5476

May 28, 1959

Mr. C. C. Meisel
Box 206
McMinnville, Oregon

Dear Sir:

The State Highway Commission on May 28, 1959 awarded to you State Highway Contract No. 5476 for the Lapine Rock Production project on The Dalles-California and Fremont Highways in Klamath and Deschutes Counties.

This award was based on your bid of $28,500.00 which was the low bid submitted to the Commission on May 5, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC

21-4228 Yaquina Bay Br. on Ore. 1959
Coast Hwy.
#5477

RECEIVED
JAN 14 1964

FORM E-30X 30M 3-63 49808

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1964

SUBJECT: Yaquina Bay Bridge
Claim by A. H. Barbour & Son, Inc.,
for Additional Compensation
Contract No. 5477

To: Mr. Forrest Cooper
State Highway Engineer

1375

Contract No. 5477 was awarded to A. H. Barbour & Son, Inc., on May 28, 1959, for maintenance painting of structural steel below the deck on the Yaquina Bay Bridge. The contract was awarded in an amount of $54,000 for painting 1,440 tons of steel. 100 workdays were allowed for completion of all work under this contract, with 80 workdays being used for its completion.

The Special Provisions state in part that "All metal surfaces shall be cleaned and conditioned by sandblasting. The maximum size of sand shall be not larger than that passing a 16 mesh screen, U. S. sieve series." Immediately after the beginning of cleaning and painting under this contract, it became evident that certain areas of the steel in the panel points and horizontal surfaces of structural steel members had heavy incrustations of rust which could not be removed by sandblasting. It is axiomatic in structural steel painting that quality of the painting is dependent on the proper cleaning of the steel to permit application of paint and its adherence to clean steel.

Because these heavy incrustations of rust could not be removed by sandblasting, Extra Work Orders No. 1 and 2 were entered into with the contractor for the removal of the heavy rust deposits by means other than sandblasting. At this time the contractor was apprised of the payments that would be made for labor and equipment under the terms of the contract. He was further advised that he should put sufficient men on this work to keep ahead of his normal sandblasting and painting operations, and that the State would not pay for premium time on any of the extra work.

Extra Work Orders No. 1 and 2 were originally written for an amount of $9,006.00 as the estimated cost of work to be done. Final payments to the contractor under these Extra Work Orders in the amount of $43,060.50 were made under the contract.

NOTED
P. M. STEPHENSON

At this late date, the contractor now comes back with a claim for $54,472.11 for additional sandblasting and painting and additional time and equipment required to complete the contract, plus the further sum of $2,786.05 for equipment rental and overtime pay on the extra work portion. The claim is entirely without foundation and no portion of these additional claims will be voluntarily paid the Contractor.

Ivan D. Merchant
Bridge Engineer

IDM:wt

cc: Mr. P. M. Stephenson
Mr. L. I. Lindas
Mr. C. H. Maison

RECEIVED
JAN 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-133

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

REFERRED TO Stephenson
BY DEPUTY STATE HIGHWAY ENGINEER
Please have report prepared for Cooper

NOTED
R.L. PORTER

Porter - Get a report from Bridge re this

December 10, 1963

Forrest Cooper

Oregon State Highway Commission

Re: A. H. Barbour & Son, Inc. v.
State of Oregon
L-4475
Contract No. 5477
Yaquina Bay Bridge

Gentlemen:

This is to report to you the filing of a legal action against the State of Oregon, acting by and through its State Highway Commission, by A. H. Barbour & Son, Inc., which action was filed in the Circuit Court of the State of Oregon for the County of Marion. The allegations of the complaint are as follows:

On May 28, 1959, the plaintiff, A. H. Barbour & Son, Inc., entered into a contract with the State of Oregon, through its State Highway Commission, for maintenance painting on the Yaquina Bay Bridge. The contract was a lump-sum contract in the amount of $54,000 which provided that all metal surfaces shall be cleaned and conditioned by sandblasting methods and after spot painting on surfaces where the metal is exposed was to be painted in accordance with the terms of the contract.

The plaintiff then alleges that shortly after the commencement of the work it became apparent that much more heavy cleaning and chipping of steel in the preparation of the painting would be required than had been contemplated. Plaintiff alleges that it was anticipated at the time that a small amount of such extra work would be required and a change order was issued directing the plaintiff to perform approximately $3,006 of force account work in the chipping with air hammers in areas where heavy rust scale had built up inside of the steel members.

It is then alleged that as the work progressed it became apparent that additional heavy cleaning and chipping of steel in the removal of rust and corrosion would be necessary and a second change order was issued directing the plaintiff to perform approximately $6,000 of the same type of work provided under Change Order No. 1. Plaintiff then alleges that despite the contemplation of Change Order No. 2 he was required to perform force account work in an amount considerably in excess of $6,000. He then alleges that the direction to perform excessive and additional amounts of hand chipping constituted a further and additional "alteration in the details of construction" within the terms of Article 1.9.3 of our agreement. The payments made to the plaintiff under the force account only provided for labor, equipment and materials furnished, but that no payment whatsoever was made by the State to the plaintiff for the additional amount of painting and sandblasting that was required as a result thereof.

Plaintiff then alleges that pursuant to the provisions of the contract he is entitled to additional reasonable compensation in the amount of $54,472.11 for such additional sandblasting, painting and additional time and equipment required to complete the work, plus the further sum of $2,786.05 remaining unpaid as shown by the Post Final Estimate of defendant, and demands judgment for the above amount, plus interest at the rate of six percent per annum from November 2, 1962, and for costs and disbursements.

This matter has been referred to a staff attorney for handling, and I shall keep you fully informed of the progress of the matter.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:jm
cc: Forrest Cooper
R. L. Porter
Lloyd Shaw
P. M. Stephenson
Tom Edwards
Floyd Query
C. H. Maison
Robert Y. Thornton
Alan Johansen

[illegible]
DEC 1 [illegible] 1963
OFFICE OF
[illegible]

RECEIVED
DEC 10 1963

FOR FILING

[illegible] Noted on card

Salem, Oregon
Dec. 9, 1963

Mr. L. I. Lindas
Chief Counsel
Salem

Attached is a Summons and Complaint in the Marion County Circuit Court, in which A. H. Barbour & Son, Inc., seeks to collect additional compensation for work performed on Contract No. 5477 for painting the Yaquina Bridge, in the amount of $54,472.11 plus $2,786.05.

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

FQ:fp

NOTED ON CARD

RECEIVED
DEC 14 1962

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

1-4236

5477 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 11, 1962

A. H. Barbour & Son, Inc.
2828 N. E. Alberta
Portland 11, Oregon

Re: Yaquina Bay Bridge
Maintenance Painting
Contract No. 5477
Contractors Claim

Gentlemen:

Contract No. 5477 for maintenance painting of the Yaquina Bay Bridge below decks was awarded to you on May 28, 1959 and completed on October 22, 1960. Contract No. 5477 allowed 100 workdays for completion of all work under the contract and all work was completed in 80 workdays including work done under Extra Work Order Nos. 1 and 2. Subsequent to the awarding of the contract it became necessary to initiate Extra Work Orders Nos. 1 and 2 for the removal of heavy rust encrustations from the steel covered in Contract 5477. Extra Work Order No. 1 was written in the amount of $3,006 with the final cost being approximately $3,777 for the north approach span. Extra Work Order No. 2 was written originally in the amount of $6,000 and was completed at a total cost of approximately $36,500.

At the beginning of the work covered by Extra Work Order Nos. 1 and 2 you were fully informed of the work to be done as extra work. Your attention was called to Paragraphs 1.9.5 and 1.9.6 of the standard specifications covering force account work and which paragraphs were supplemented by letter from our resident engineer under date of July 24, 1959, listing specific items of work to be done and method of payment therefore.

Upon completion of the work and in January of 1961 claims in the amount of $8,922.63 were received from your company over and above the extra work costs agreed upon from day to day and covered by work slips approved by your representative on the job. My letter to you of April 21, 1961, covered the additional claims and the State's position. In June of 1962, an amended claim in lieu of the April 21 claim, in the amount of $5,539 was received from your Company. This claim was thoroughly studied, your books were audited for travel time and per diem allowances and my letter of September 11, 1962, directed

NOTED
P. M. STEPHENSON

our resident engineer to prepare a post-final estimate in the amount of $2,783.66. This was amended by our resident engineer upon checking the figures to an amount of $2,786.05 which post-final estimate was sent you in complete payment of all claims under this contract. On November 8, 1962, I received a letter dated November 5, together with claims in the amounts of $54,472.11. This claim is received one year and 10 months after your first claim and five months after your second claim which amended the first claim. To consider your items of 3 to 9, inclusive, included in your letter of November 5, would mean rewriting the terms of the contract and this the State will not do.

Item nos. 1 and 2 in your letter of November 5 have been covered fully in my letters to you of April 21, 1961 and September 11, 1962. The State will not agree that any portion of the $54,472.11 claim included in your letter of November 5 is the State's responsibility.

You now have our post-final estimate in the amount of $2,786.05 which is the total payment the State will make under this contract. Any further correspondence regarding this contract should be addressed to Mr. Leonard I. Lindas, Chief Counsel, Oregon State Highway Commission.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mm:dl
cc: P. M. Stephenson
Leonard I. Lindas

RECEIVED
DEC 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 26 1962
FOR FILING

[illegible]

5477

October 25, 1962

Peerless Insurance Co.
Rathbone, King & Seeley
Board of Trade Bldg.
Portland 4, Oregon

Gentlemen:

A post-final payment in the amount of $2,786.05 will be made to A. H. Barbour & Sons, Inc. on contract #5477 for maintenance painting of the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $97,060.50, including the post-final payment. Of the total, $43,060.50 is for force account work.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

rn

cc - Peerless Insurance Co.
Dooly & Company
Board of Trade Bldg.
Portland 4, Oregon

cc - A. H. Barbour & Sons, Inc.
2828 N.E. Alberta St.
Portland 11, Oregon

RECEIVED
JUL 6 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5477

July 5, 1962

A. H. Barbour & Son, Inc.
2828 N. E. Alberta
Portland 11, Oregon

Gentlemen:

Re: Yaquina Bridge Maintenance
Painting Extra Claims
Contract No. 5477

Your letter of April 19, 1962 requested a meeting to go over the extra claims submitted by you on the subject contract. This meeting was held in this office, and I informed you at the time we would again go over all the records of the claim, both in the field and in this office. The claims have been restudied and we come to the same conclusion that was reached in my letter to you of April 21, 1961. In that letter you were informed that per diem allowance and travel allowances would only be paid upon receipt of proper documentation. This documentation we have never received, and for this reason the claims will not be allowed until proof of their payment has been received. At this late date we would consider that proper documentation would be photostatic copies of the canceled checks to the men involved on the extra work indicating that the per diem and travel time had been paid.

For other items in the claims refer to my letter of April 21 as these claims will not be allowed.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. Leonard I. Lindas, Chief Counsel
Mr. C. H. Maison, Auditor
Mr. Jack Davis, Resident Bridge Eng.
Mr. J. D. Walker, Division Engineer
Mr. P. M. Stephenson,
Asst. State Highway Engineer

RECEIVED
JUL 5 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
JUL 31 1961
FOR FILING

5477

July 28, 1961

W. D. Loomis
P. O. Box 1193
Newport, Oregon

Dear Mr. Loomis:

This is to acknowledge receipt of your letter of July 18 informing us of the paint damage that was done to your car and trailerhouse while the Yaquina Bay Bridge was being painted.

Our records indicate that A. H. Barbour & Son, Inc. did the maintenance painting on the Yaquina Bay Bridge under State Highway Contract No. 5477. This contract was awarded May 28, 1951, completed October 22, 1960 and accepted by the Oregon State Highway Commission November 3, 1960.

The Peerless Insurance Company through Dooly & Company, Board of Trade Building, Portland 4, Oregon, furnished the Performance Bond, which is given to assure completion of the contract and payment of all bills incurred in it.

It is possible that a claim of of this nature would come under the contractor's indemnity company.

We are forwarding a copy of your letter to A. H. Barbour & Son, Portland, and also a copy to the surety company that furnished the Performance Bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Floyd Query
Secretary

CWH:mg
cc: A. H. Barbour & Son, Inc.
Peerless Insurance Company

July 18, 1961

W.D.Loomis
Box 1193
Newport, Oregon

Floyd Query
Highway Commission Sec.
State Highway Bldg.
Salem, Oregon

Dear Sir:

I am writing you in regards to some paint damage that was done to my car and trailer house while the Yaquina Bay Bridge was being painted.

I have contacted the Bonding Co. that the contracters were insured with, but can't seem to get a settlement or satisfactory answer from them except that the estimates are too high. These we have nothing to say about because they were obtained from the local garages. These are the Chevrolet and Ford Dealers.

We have had paint damage every year that the bridge has been painted, not only on the vehicles but to the house and garage, but all we asked was that the car and camper be taken care of, but they claim that my paint has been depreciated out on the vehicles. They seem to think that paint on a car on the coast depreciates out in five years. I talked to the foreman on the job and he suggested that I wait until after they finished because I would just get dusted again and said they would take care of it. So I waited until late fall and they moved out one Day and I wrote to them but received no answer, so I contacted the State Engineer here and he gave me your address and the Bonding Co.
The adjuster from the insurance came to see me last November and informed me of the above facts in depreciations.

I have had a chance to sell the Trailer but something has to be done about the paint dust before the deal can be closed. There is a great deal of paint on these vehicles, all four shades.

We have lived here fifteen years so you know how many times we have received paint damage to our properties. I feel we have been fair and tolerant in the past years by accepting the fact that the bridge has to be painted, but do we have to stand the costly expense each time because of the age of our paint jobs which we are forced to do, and some cases would not have to be done at all before trading in on another vehicle because of the paint dust?

Thanking you in advance for your consideration in this matter I remain,

Yours Truly,
Wayne Loomis

RECEIVED
JUL 25 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 3 1961
FOR FILING

21-4229

5477

May 2, 1961

Peerless Insurance Co.,
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to A. H. Barbour & Son Inc., on contract #5477 for maintenance painting the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $94,497.41, including the post-final payment of $222.96. Of the total, $40,497.41 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Peerless Insurance Co.,
Dooly & Company
Board of Trade Bldg.,
Portland 4, Oregon

cc: A. H. Barbour & Son, Inc.,
2828 NE Alberta St.,
Portland 11
Oregon

RECEIVED
APR 24 1961
FO

COMMISSIONERS
[illegible] McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

[illegible]-4-61
5477

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 21, 1961

A. H. Barbour & Son, Inc.
2828 N. E. Alberta
Portland 11, Oregon

Gentlemen:

Re: Yaquina Bay Bridge
Maintenance Painting
Contract No. 5477

On May 28, 1959 Contract No. 5477 was awarded to you for maintenance painting on the Yaquina Bay Bridge. Very soon after starting work on this contract it became apparent that much more heavy cleaning and chipping of steel in preparation for painting would be required than had been contemplated. Under Extra Work Order No. 1 you were directed to do the additional cleaning on the North Steel Arch Span, and under Extra Work Order No. 2 to perform the additional cleaning on the Main Channel and South Steel Arch Spans.

Final Estimate No. 7 shows total payment to you of $3,777.10 for Extra Work Order No. 1, and $36,497.35 for Extra Work Order No. 2. During the latter part of January a claim in the amount of $8,922.63 was received from you by our Resident Engineer.

Per Diem allowances, overtime, and travel allowances will only be paid by the State upon proper documentation, and after they have been paid by the contractor. In this extra work you were informed verbally at the start of the work and again by letter that no overtime would be paid. As the items for $2,251.06 and $3,821.39 on the above-mentioned claims have not been paid by you, the State will make no payment on this portion of the claim.

The item of $981.35 for equipment rental is for excess equipment, and was not authorized. This portion of the total claim will not be paid.

NOTED

The last item is $1,868.83 for materials and supplies. In the above amount are two items for freight of $86.62 and $143.07 which will be paid you on a post-final estimate less $35.81 credit to the State for special hooks which you desired to keep.

The number of chisel bits billed to Extra Work Order Nos. 1 and 2 is excessive. As no accounting for or return of any bits has been made to the State the two items totaling $353.93 will not be paid. The balance of this item is for repairs, lost equipment, etc. which is not reimburseable under force account work.

A post-final estimate in the amount of $193.88 will be sent you in the near future to complete total payment under Contract No. 5477.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

cc: Mr. Leonard I. Lindas, Chief Counsel
Mr. C. H. Maison, Auditor
Mr. O. R. Kennen, Resident Engineer
Mr. G. S. Paxson, Asst. State Highway Engineer
Mr. J. D. Walker, Division Engineer

RECEIVED
APR 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 24 1961

FOR FILING

21-4228

11/77

T

February 24, 1961

Hartford Fire Insurance Company Group
1170 Pearl Street
Eugene, Oregon

Attention: R. A. Crosbie

Dear Sir:

This is in reply to your letter of February 21 concerning your claim 908 MD 8681 - Ivan Nye, Accident of 10/12/60. Inquiry to the Bridge Division indicates that A. H. Barbour and Son, Inc., 2828 N. E. Alberta Street, Portland 11, may have been conducting painting operations on the Yaquina Bay Bridge at Newport on or about October 12, 1960.

Our records show that Contract No. 5477 was awarded to this contractor on May 28, 1959 and the work was completed October 22, 1960.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

HARTFORD FIRE INSURANCE COMPANY
HARTFORD ACCIDENT AND INDEMNITY COMPANY
HARTFORD LIVE STOCK INSURANCE COMPANY
CITIZENS INSURANCE COMPANY OF NEW JERSEY
HARTFORD, CONNECTICUT

NEW YORK UNDERWRITERS INSURANCE COMPANY
NEW YORK, NEW YORK
TWIN CITY FIRE INSURANCE COMPANY
MINNEAPOLIS, MINNESOTA

HARTFORD FIRE INSURANCE COMPANY GROUP

PACIFIC DEPARTMENT
ADDISON C. POSEY, MANAGER
720 CALIFORNIA STREET
SAN FRANCISCO 20, CALIFORNIA

CLAIM OFFICE
PHONE: DIAMOND 4-0341
1170 PEARL STREET
EUGENE, OREGON

February 21, 1961

Oregon State Highway Commission
Salem,
Oregon

Re: 908 MD 8681 - Ivan Nye
Accident of 10/12/60

Gentlemen:

We have had a loss reported to us by our insured, Ivan Nye, of Newport, Oregon advising that his 1957 Pontiac while parked at his home near the Yaquina Bay Bridge at Newport, Oregon received some paint overspray on or about October 12, 1960 because of painting which was being done to the Bay Bridge.

We feel as though this damage was a result of the negligence of the painters and we would appreciate having you advise us if you possibly can as to whom the painting contractor was on the bridge at that time in order that we may get in touch with them relative to the damages.

We will appreciate your cooperation.

Very truly yours,

R. A. Crosbie
per

R. A. Crosbie
Eugene, Oregon Claims

RAC:fn

RECEIVED
FEB 22 1961
OREGON
STATE HIGHWAY COMMISSION

YEAR IN AND YEAR OUT YOU'LL DO WELL WITH THE HARTFORD

RECEIVED
JAN 1[illegible] 1961
FOR FILING

21-4228

5477

January 18, 1961

G70

Mutual of Enumclaw Insurance
Enumclaw, Washington

Attention Mr. R. M. Jussila, Claims Examiner

Dear Sir:

Re: Claim No. 0-93893, Stephen Ryan

We are in receipt of your letter of January 10 stating that your insured, Mr. Stephen Ryan, received spray paint damage to his vehicle on or about October 6, 1960, on the bridge at Newport, Oregon.

The painting on the Yaquina Bay Bridge was being done by A. H. Barbour & Son, Inc., of 2828 N. E. Alberta Street, Portland 11, Oregon, under Contract No. 5477, and any private property damage resulting from this painting would be the responsibility of the contractor or his insurance carrier.

We suggest that you contact A. H. Barbour & Son, Inc., directly in further reference to your claim.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

cc Mr. W. C. Williams
Mr. I. A. De France

WLM:jre er

FORM E-30 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1961

SUBJECT: Assignment #970-PMS
Re: Mutual of Enumclaw
Spray Paint Damage
Claim #0-93893
Stephen Ryan

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer

As requested in subject assignment, we submit herewith a rough draft of a suggested letter to Mr. R. M. Jussila, Claims Examiner for Mutual of Enumclaw Insurance Company.

Mr. Jussila's letter and your Record of Assignment are returned herewith.

John A. Phillips
John A. Phillips
Assistant Maintenance Engineer

WLM:jre
Enclosures

RECEIVED
[illegible]

Farmers
MUTUAL OF
ENUMCLAW
INSURANCE *Home Office* ENUMCLAW, WASHINGTON *Phone* TA 5-2591

JANUARY 10, 1961

REFERRED TO
Stephenson
By State Highway Engineer

STATE OF OREGON
DEPARTMENT OF HIGHWAYS
SALEM, OREGON

RE: CLAIM #0-93893
STEPHEN RYAN

GENTLEMEN:

ON OR ABOUT OCTOBER 6, 1960 OUR INSURED'S VEHICLE WAS COVERED WITH PAINT OVERSPRAY FROM YOUR PAINTING OPERATIONS ON THE BRIDGE AT NEWPORT, OREGON.

WE HAVE MADE PAYMENT TO OUR INSURED IN THE AMOUNT OF $25.00 FOR REMOVAL OF THIS PAINT OVERSPRAY. WE WOULD APPRECIATE RECEIVING YOUR DRAFT IN PAYMENT OF OUR SUBROGATION CLAIM AS WE FEEL THAT THIS DAMAGE WAS OCCASIONED BY THE NEGLIGENCE OF YOUR EMPLOYEES.

MAY WE HEAR FROM YOU IN THIS REGARD?

YOURS VERY TRULY,

THE FARMERS' MUTUAL INSURANCE CO.

R M Jussila

R. M. JUSSILA
CLAIMS EXAMINER

RMJ:HM

RECEIVED
JAN 11 1961
OREGON
STATE HIGHWAY COMMISSION

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[illegible]

FRIENDLY SERVICE SINCE 1898

RECEIVED
DEC 7 - 1960
FOR FILING

21-4229

5477

December 7, 1960

Peerless Insurance Co.,
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5477 for maintenance painting of the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County was completed by the contractor, A. H. Barbour & Son, Inc., on October 22, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $11,355.00 will be released to the contractor on or after December 16, 1960. The total contract amount is $94,274.45, of which amount $40,274.45 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peerless Insurance Co.,
Dooly & Company
Board of Trade Bldg.,
Portland 4, Oregon

cc: A. H. Barbour & Son, Inc.,
2828 NE Alberta St.,
Portland 11
Oregon

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NOV 28 1960
FORM E 30 50M 7-60 29395
FOR FILING

21-4228

5477

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1960

SUBJECT: Yaquina Bay Bridge Painting
Contract #5477
State Project

To: Mr. Floyd Query
Mr. D. B. Parkes

A. H. Barbour & Son, Inc., completed work on Yaquina Bay Bridge Painting, Oregon Coast Highway, Lincoln County, Contract #5477 (State Project), on October 22, 1960.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Ivan D. Merchant
Bridge Engineer

CAG:nk

NOTED
FLOYD QUERY

ck. to see if contract #5477 is on supplemental of completed contracts for acceptance

NOTED ON CARD
dc

RECEIVED
SEP 21 1960
FOR FILING
21-4228

5477

September [illegible], 1960

Oregon State Highway Commission

Gentlemen:

We have a contract maintenance project for the painting of the Yaquina Bay Bridge on the Oregon Coast Highway at Newport under way. In our specifications for this work, we specified that sandblast cleaning only would be required. The columns underneath the roadway are enclosed columns where the interior cannot be inspected until after the cover plates are removed. When the columns of the first arch were inspected, it was found that advanced rusting had occurred, which required cleaning by chipping at an additional cost of approximately $1,000. This same additional cost was applied to the other three arches, and on January 2[illegible], the Highway Commission made an additional authorization of $4,000 for this work.

Upon opening up the columns on the second and third arches, we found that the rusting was much worse than in the first arch, and additional work totalling $32,500 is required. This is a large over-run upon the original contract of $54,000, but it is work that has to be done to preserve the structural integrity of the bridge. The work is being done on a force account basis, in which the State is reimbursing the contractor for his actual cost and standard percentages for overhead and profit.

It is requested that this additional authorization of $32,500 be allowed.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: Mr. G. S. Paxson
Mr. Ivan Merchant
GSP:ae ms

A

RECEIVED
JAN - 6 1960
FOR FILING

[illegible]

5477

January 5, 1960

Re: Yaquina Bay Bridge Painting
Contract No. 5477

Oregon State Highway Commission

Gentlemen:

Our contract for the repainting of the Yaquina Bay Bridge specified that only sandblast cleaning would be required. When the dowels were opened up for painting, considerable areas of heavy rust were found which required chipping for the cleaning. After the chipping is completed, the sandblasting under the contract will be done. This chipping is quite expensive and will cost approximately $9,000.

This will result in an overrun of 13.6 per cent of the contract amount, and I respectfully request your authority for additional authorization in this amount.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. G. S. Paxson
Mr. Ivan D. Merchant
Mr. C. H. Maison
Porter

GSP:gm cc

RECEIVED
JUL 13 1959
FOR FILING

21-1122
5477

A

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 7, 1959

A. H. Barbour & Son, Inc.,
2828 NE Alberta Street
Portland 11, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5477, awarded May 28, 1959, for maintenance painting the Yaquina Bay Bridge on the Oregon Coast Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

A

RECEIVED
MAY 29 1959
FOR FILING

[illegible]

5477

May 28, 1959

A. H. Barbour & Son, Inc.
P. O. Box 1977
Portland 11, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 awarded to you State Highway Contract No. 5477 for cleaning and painting all steel below the roadway deck on Yaquina Bay Bridge on the Oregon Coast Highway at Newport in Lincoln County.

This award was based on your bid of $54,000.00, which was the low bid submitted to the Commission on May 5, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC
I. D. Merchant

I-5-4(30) Halsey Interch.-Lane Co. 1959
204 Line Sec. of reloc. Pac.
#5478 Hwy. (Paving)

A

RECEIVED
JUL 29 1965
FOR FILING

FORM [illegible] SP 6229-734

I-54(30)204

5478

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1965

SUBJECT:

To: MEMO TO FILE

The case of Houck versus the State, which has to do with claims on the Halsey Road-Lane County Line and the Lane County Line-McKenzie River Sections of I-5, is set for trial on July 21.

On this date, Mr. Houck's attorneys met with Mr. Rohde and Mr. Edwards to discuss a possible settlement. Insomuch as traffic was placed on both of these sections before the contractor had completed his work and he was requested to take care of finishing operations under traffic, it is felt that he should not suffer the imposition of liquidated damages because additional time was required to complete the work. The liquidated damages on both contracts amount to $15,300.

It was suggested that the matter be compromised for $17,800. This was on the basis that the State has no defense against the $10,500 liquidated damages on the Halsey Road-Lane County Line Section. We do not have a strong defense of the liquidated damages of $4,800 on the Lane County Line-McKenzie River Section. We think we have a fairly good defense on the remaining portion of the claim.

The matter resolves itself into balancing what the verdict may be with a certainty of $10,500 and the possibility of as much as $57,000. I recommended to Chairman Jackson that the matter be settled for the suggested compromise of $17,800 and he concurred.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Tom Edwards
Victor D. Wolfe
G. E. Rohde

RECEIVED
MAY 25 1964
FOR FILING
5477

May 22, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

RE: Halsey Int.-Lane Co. Line
Project No. I-5-4(30)234
Contract No. 5478

Dear Sir:

In reply to your letter dated May 6, 1964 on the subject project, a review has been made of Price Agreement No. 1 covering the furnishing and installing of Type 2 fencing and Order for Extra Work No. 4 for the excavation and backfilling of soft spots which had developed in the roadbed. The following explanations are herewith submitted as per your request.

Price Agreement No. 1 was initiated to cover the furnishing and installing of Type 2 fencing on this surfacing contract, but which should have been installed in accordance with the plans under the grading contract No. 5329. The same contractor, however, had both the grading and surfacing contracts on this section and because of the plant setup adjacent to the main roadway, it was more feasible to omit the fencing in this area on the grading contract and accomplish same on the surfacing contract.

The fencing to be omitted was near Mt. Tom Lane or more specifically, from Station 2595+88 to 2639+00 Rt. and 2605+07 to 2623+00 Lt. This amounted to a total of 370.4 rods but when the Price Agreement was drawn up, the total used was 37.04 rods.

The subcontractor doing the fencing under the grading contract completed more fencing in this subject area than was anticipated and the area fenced under this Price Agreement was from 2611+70 to 2622+60 Lt. plus a 42' jog, and 2611+26 to 2638+95 Rt. or a total of 236.42 rods. Another area near Boltz Road which had not been fenced was installed under this Price Agreement. This amounted to 39.70 rods.

The total amount of Type 2 fencing furnished and installed under this Price Agreement was 276.12 rods or an underrun of 94.28 rods from the intended amount of the order.

Order For Extra Work No. 4 was initiated on May 7, 1960 to remove soft spots that had developed in the grade during the winter. This order, as stated above, was written in the spring of 1960 at the time the hauling of surfacing materials started. As the hauling continued, additional soft spots began developing, other than what we showed on the order, and had to be repaired.

Paving was completed in the fall of 1960 from Bolts Road to the Lane County Line or the southerly seven miles of this section leaving the northerly 5-1/2 miles not completed. It was then, at this time, decided to try and get two lanes paved on this uncompleted section, and finally paving of the four lanes was attempted. As we were having intermittent rains during this period, many more soft spots were developing and had to be repaired.

It was during this late fall and early winter period that the larger soft spots developed and caused the major part of the overrun of this order.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:lt

cc: F. D. Morgan
R. D. Asburry
J. W. Nash

RECEIVED
MAY 11 1964

FOR FILING

5478

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

May 6, 1964

By:

08-35.5

A. W. Parsons, Division Engineer
Salem, Oregon

L. R. Backlund
Administrative Manager

Oregon Project I-5-4(30)204, Contract 5478
Halsey Interchange-Lane County Line Section
Linn County

Review of the final voucher on the referenced project discloses an over-run of $1,255.57 on Price Agreement No. 1. The Price Agreement was approved for an estimated 37.04 rods of fencing at a total estimated cost of $194.06, and the voucher amount is for 276.12 rods for a total cost of $1,449.63. The Statement of Over-runs and Under-runs does not include this Price Agreement, nor is there any additional information in our files to support the increase.

Before this voucher can be processed for payment, this office will require a letter from you to substantiate the over-run on the referred to Price Agreement.

Extra Work Order No. 4 for backfilling was approved for an estimated cost of $938.40 and is claimed on the voucher for $7,688.00, an over-run of $6,749.60, which has no documented support and should also be covered in your letter.

original To Young
5-11-64

NOTED
LLOYD P. SHAW

RECEIVED
JAN 28 1964

FOR FILING

January 27, 1964

General Insurance Company of America
4347 Brooklyn Avenue, N. E.
Seattle 5, Washington

Attention: Mr. Richard H. Ericson

Gentlemen:

This is in reply to your letter of January 23 concerning the final contract price on the Roy L. Houck Sons' Corporation Contract No. 5478 for paving on Halsey Interchange-Lane County Line Section of the Pacific Highway in Linn County.

The total amount paid on this contract was $1,798,715.13. Of the total $23,715.47 was for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

SAFECO®LIFECO®GENERAL
INSURANCE

[illegible] president *Home office | Seattle, Washington*

NORTHWEST DIVISION *4347 Brooklyn Avenue N.E., Seattle 5, Washington–Telephone ME 3-0622*

January 23, 1964

Mr. C. W. Head
Assistant Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Head:

Contract 5478-Halsey Interchange,
Lane County, Line Paving
Our Contractor Roy L. Houck
Sons Corporation, Salem, Oregon
Our Bond #370058

Your answer to our most recent inquiry as to the status of this contract indicated that the contract was accepted in March of 1962 and that the final contract price was $1,798,715.13.

As you know, this contract was originally for $1,718,220.50. On March 19, 1962, we received from your office another status inquiry reply showing the contract accepted in March of 1962 but showing the final contract price as $1,789,081.19. We closed our file and made our premium adjustment billing on the basis of this final contract price, which apparently now is in error.

We would very much appreciate it if you would now confirm for us that $1,798,715.13 is, in fact, the total amount which has been paid or will be paid to this contractor on this contract.

Very truly yours,

Richard H. Ericson

Richard H. Ericson
Surety
jlw

6/25/63
28th P.F.

Total amt. pd on contract — $1,798,715.13
of the total $23,715.47 is for force accountwork.
(checked with Doug Parkers figures)

RECEIVED
JAN 27 1964
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JUN 27 1963

FOR FILING

[illegible]
[illegible]

June 26, 1963

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $6,300.00 will be made to Roy L. Houck Sons' Corp., on contract #5478 for paving the Halsey Interchange-Lane County Line Section of Pacific Highway in Linn County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,798,715.13 including the post-final payment. Of the total, $23,715.47 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 17 1963

FOR FILING

33-4(-)24

5478

June 14, 1963

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $3,333.94 will be made to Roy L. Houck Sons' Corp., on contract #5478 for paving the Halsey Interchange-Lane County Line Section of Pacific Highway in Linn County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,792,415.13, including the post-final payment. Of the total, $23,715.47 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
1585 North 20th Street
Salem, Oregon

cc: C. H. Maison
Attn.: John Herr

RECEIVED
JUN 11 1963

FOR FILING

I-5-4([illegible])

5478

June 11, 1963

Roy L. Houck Sons' Corp.,
1585 North 20th Street
Salem
Oregon

Gentlemen:

The State Highway Commission, at its meeting on June 10, 1963, considered the matter of liquidated damages because the work on contract #5478 was not finished on time for the paving of the Halsey Interchange-Lane County Line Section of Pacific Highway in Linn County.

After considering the report, recommendation of the Engineer, and other available information, the Commission granted 21 additional workdays without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: R. D. Asburry
H. N. Hoover
F. D. Morgan
Bureau of Public Roads
L. H. Young
C. H. Maison

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1963

SUBJECT: Halsey Interchange-Lane County Line Sec.
Pacific Highway
Contract No. 5478
Liquidated Damages

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

It will be recalled the northbound lanes were opened to traffic on this section with considerable work still to be completed by the contractor. This was in the fall of 1960.

During negotiations for this partial opening, the matter of liquidated damages was considered. By letter of June 14, 1961, the contractor requested an extension of 30-days. In letter of October 20, 1961, from Commission to Houck, 32-days were granted, subject to Bureau concurrence. The Bureau would participate in only 11-days and Houck was notified.

The project was finally completed with the contractor submitting various claims including 24-days liquidated damages. Various claim meetings were held. In May of 1962 the contractor was offered a basis of settlement, including 21-days extension of time. This number, with the 11-days already allowed, would bring the total to 32-days as originally granted subject to BPR concurrence.

Nothing was heard from the contractor until early this year. At the last claims meeting in February an agreement was reached for settlement of all claims except liquidated damages, and these have been processed. The 21-days extension of time, or release from liquidated damages in this amount, was again to be presented to the Commission.

I recommend release from the 21-days be granted. This will leave 3-days at $300.00 per day as an assessment against the contractor. The BPR will not participate in the 21-day extension.

A suggested rough draft to the Commission is attached.

F. D. Morgan
Construction Engineer

By G. L. Decker

G. L. Decker
Assistant Construction Engineer

RECEIVED
JUN 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

GLD:bjh
Attachment

(ROUGH DRAFT)

June 7, 1963

Oregon State Highway Commission

Gentlemen:

On October 20, 1961, a letter was directed to the contractor granting a 32-day extension of time, subject to Bureau of Public Roads concurrence. The Bureau would participate in only 11-days and the contractor was so notified.

Subsequently, claims were submitted by the contractor, including 24-days liquidated damages at $300.00 per day. As part of the basis for claim settlement the contractor was advised that a 21-day extension of time would be recommended. This would bring the total extension to the original grant of 32-days. The Bureau of Public Roads will not participate in this action.

The project has been completed. We recommend the contractor be relieved of 21-days liquidated damages as now assessed.

Very truly yours,

GLD:bjh

cc: F. D. Morgan

RECEIVED
JUN 10 1963
FOR FILING

[illegible]

5478

June 7, 1963

Oregon State Highway Commission

Request for Extension of Time
No. 4
June 10, 1963 Meeting

Gentlemen:

A controversy has developed with the Roy L. Houck Sons' Corporation relative to final settlement on Contract 5478. This is the Halsey Interchange-Lane County Line Section of Interstate 5 in Linn County.

In the fall of 1960, the contractor agreed to cooperate in speeding up his work and in continuing his work in inclement weather so that two lanes of the freeway could be opened to traffic. He was advised that because of this cooperation, and because he would have to finish the work the following year under traffic, the Department would do everything in its power to see that he was not assessed liquidated damages in case he could not finish the work on time.

I feel that the Department has some obligation in this matter and recommend that the contractor be granted a 21-day time extension and that he be relieved of any liquidated damages during this period. The Bureau of Public Roads will not concur in this action; however, I feel that the public has benefited by the procedure far in excess of the cost of $6,300 as it was able to use the road at least six months earlier than would have been accomplished otherwise.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

RLP:ms bbc

RECEIVED
MAY 14 1963

FOR FILING

547

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Halsey Interchange-Lane County Line
Date May 2, 1963
Highway Pacific
Contract No. 5478
County Linn
Prefix 622-1069
Contractor Roy L. Houck Sons' Corp.
F. A. Project No. I-5-4(30)204
Address 1585 20th Street N. E., Salem, Oregon
Price Agreement No. 3

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Furnish and place 100 % fractured aggregates in oil mat. Settlement of claim number 2 on the above project.

Locations by station numbers: 2008+00 to 2319+00

Names of pay items, estimated quantities and agreed prices:

Claim number 2, lump sum, 100 % $ 2,562.32

Specifications, basis of measurement and other provisions:

Lump sum settlement of claim number 2,based on average bid priceper unit of extra work. See attached letter for break down.

This work has been done.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization $ 1,934,123.06
Present estimate of project cost, including $2,561.32 for work under this order $ 1,910,362.40
Expected under-run ~~over-run~~ (amount) $ 23,850.66
Expected under-run ~~over-run~~ (per cent) 1.23

Space to right of this line is for use of Salem Office

Submitted by: J M Hoover
Resident Engineer

Approval Recommended:
Division Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Signed Roy L. Houck Sons' Corp.
Contractor
James E Houck

Approved: S/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

FORM E-20X 50M 7-60 22126

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

3400 Spicer Road, Albany
May 6, 1963

622-1089

SUBJECT: Halsey Interchange-Lane Co. Line
Contractor's claim # 2

To:
Mr. R. D. Asburry
Division Engineer
Salem

The following figures were used to arrive at the lump sum cost on the attached P A for settlement of claim # 2:

Houck crusher located at MP 96.80
Stockpile # 1 for 1¼-¾ at MP 95.80
Stockpile #1 for ¾-½ at MP 97.30
Stockpile # 2 for all sizes MP 98.00
Linn Co. stockpile 0.17 mile Lt. of MP 80.28
Begining of work area MP 85.00
End of work area MP 91.00
Mid point of work area MP 88.00

Cost of reject rock

Manufacture 1054 cu. yd. @ 80¢ = 842.30
Haul 204 cu. yd. ¾-½ one half mile @ 10¢ = 20.40
Haul 850 cu. yd. 1¼-¾ one mile @ 12¢ = 102.00
Stockpile 1054 cu. yd. @ 15¢ = 158.10
Load reject rock 1054 cu. yd. @ 30¢ = 316.20
Haul 850 cu. yd. 1¼-¾ 2½ miles @ 25¢ = 212.50
Haul 204 cu. yd. ¾-½ one mile @ 12¢ = 24.48
Stockpile 1054 cu. yd. at stockpile # 2@15¢ 158.10
flagman, 16 man hours @ $ 3.25 = 52.00
SUBTOTAL 1886.08

credit for sale of rejected
rock 1054 cy @ 60 ¢ - 632.40

TOTAL 1253.62

Additional cost for 100% fracture rock from Linn Co.
Purchase cost 1054 cu. yd. @ 1.60 = 1686.40
Haul (no additional haul)
Transportation for loader = 50.00
Labor for removal & replacement of guard rail & fence= 25.00
Inefficient loading due to hauling from 2 different sources
1054 cy @ 20¢ = 210.80
SUBTOATL 1972.20
Less credit for not Manuf. the rock 1054 cy @ 80¢ = 843.20
Total 1129.00

Total for rejected rock 1253.62
Total for Linn Co. rock 1129.00
SUBTOTAL 2382.62
7½ per cent for overhead 178.70
2561.32

RECEIVED
APR 9 - 1963

FOR FILING

5477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 18, 1963

To: MEMO TO THE FILES

SUBJECT: Roy L. Houck Sons' Corp.
Claims on Contracts 5478,
5592, 5762 and 5834

On February 13 a meeting was held in the Construction Engineer's office for the purpose of discussing contractor's claims on the four subject named projects. The following were in attendance:

For Contractor	For State
Roy L. Houck Sr.	Lloyd Shaw
Roy L. Houck, Jr.	F. D. Morgan
Carlos (Cub) Houck	L. R. Chandler
James Houck	R. D. Asburry
Orville Thompson	Fred Klaboe
	A. H. Johansen
	A. V. Benedict
	H. N. Hoover
	W. E. Maltby
	G. L. Decker

Contract No. 5478 - Halsey Interchange-Lane County Line
Pacific Highway

On March 5, 1962, a previous meeting with the contractor was held to discuss the four separate items in this claim. By letter of May 2, 1962, a basis for settlement was offered the contractor, with no allowance for claim 2, cost of bringing stockpiled rock to Oregon State Highway standards. 946 cubic yards of rock are involved. The contractor, in the present meeting, agreed to a deduction of 50 cents per cu. yd. (what he sold it for) from the costs, and it was agreed to process the claim on this basis. Contractor to furnish specific data for check.

NOTED
LLOYD P. SHAW

Contract No. 5592 - McKenzie River-Willamette River
Pacific Highway

This claim as originally submitted in the spring of 1962 consisted of 21 items, including $10,500.00 for liquidated damages. In this meeting the contractor pointed out that the rather elaborate detail was to bring forth the added difficulties of working under traffic (section opened to traffic November 10, 1960, before completion). In actual added costs, it was the contractor's contention this amounted to approximately 10% of all unfinished work, including cost of materials. Previous recommendations had been to reject the claim in its entirety for the lack of common grounds for determination of settlement. The contractor was advised the reaction of the Commission would be required before any further action.

Contract No. 5762 - S.W. Lowell St.-S.W. 11th Ave. Unit
Pacific Highway

This project was also opened to traffic before completion. A claim has been submitted by the contractor and he has verbally stated more will follow. Complete analysis will wait until all claims are in. A considerable difference of opinion developed regarding actual increases of travel time for construction equipment as a result of opening this section to traffic. Resident Engineer Maltby and Jim Houck are to resolve this by actual trips together over the questioned routes. In addition, to effected cost from traffic the contractor will ask for relief from 21 days liquidated damages ($5,250.00) and the extra cost of Public Liability Insurance.

Contract No. 5834 - Evans Creek-Rock Point
Pacific Highway

Claim here is for relief from liquidated damages. Contractor had planned to place guardrail ahead of surfacing in effort to avoid liquidated damages. Subcontractor (R & M), because of strike, was unable to accomplish this. Division is to check all circumstances surrounding strike, particularly how long it actually took for R & M to reorganize. Upon receipt of Division report, some recommendation will be made on this claim.

The contractor has expressed his intent to seek court settlement on all four projects providing other negotiations fail.

G. L. Decker

G. L. Decker
Assistant Construction Engineer

GLD:bjh

cc: Lloyd P. Shaw
L. R. Chandler
Fred Klaboe
R. D. Asburry
Alan Johansen (Legal)

RECEIVED
FEB 19 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

5478

January 16, 1963

Mr. Roy L. Houck, Sr.
Roy L. Houck Sons' Corporation
1585 - 20th Street, N. E.
Salem, Oregon

Re: Oregon State Highway
Contracts No. 5592, 5478,
5834, 5762

Dear Mr. Houck:

Your letter of January 7, 1963, requested a meeting to evaluate certain claims by your corporation for work performed on Oregon State Highway Contracts No. 5592, 5478, 5834 and 5762.

This will confirm our telephone conversation of today wherein 9:00 o'clock A.M. on February 13, 1963, in the office of Mr. Frank Morgan, Construction Engineer, was agreed upon as a time and place for this meeting.

Very truly yours,

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjh

cc: Lloyd P. Shaw ✓
L. I. Lindas
F. B. Klaboe
L. R. Chandler

NOTE!
LLOYD P.

RECEIVED
JAN 17 1963
OFFICE O
STATE HIGHWAY ENGINE

PMT RSB 133 1-11-63, 11 45

LLOYD P. SHAW

RE YOUR TT NO. 108 THIS DATE. HAVE NO REASON FOR SPECIAL PREFERENCE FFRXANYXOF THE GIVEN DATES EXCEPT T
BUST

Advised Morgan

PMT RSB 133 1-11-63 11 45

LLOYD P. SHAW

RE YOUR TT NO 108 THIS DATE.

HAVE NO REASON AT THIS TIME, FOR SPECIAL PREFERANCE FOR ANY OF THE GIVEN DAYS EXCEPT THAT DAYS OTHER THAN MONDAY OR FRIDAY ARE EASIER TO MEET. WILL BE IN SALEM ALL OFXNEXTX THE WEEK BEGINNING JANUARY 21 ON MORRISON-KNUDSEN CASE. VERY NICE IF IT COULD BE DONE THEN.

L P CHANDLER
LP 03.

.RSN
RSP

PMT 108 1-11-63 9:13AM

L R CHANDLER

J. E. HOUCK IS REQUESTING A MEETING TO CONSIDER CLAIMS AGAINST SEVERAL PROJECTS. CONTRACTS NO. 5592 AND NO. 5834 WOULD BE OF INTEREST TO YOU. MR. MORGAN HAS FIVE DAYS IN THE MONTH OF FEBRUARY IN WHICH HE WILL BE FREE. THEY ARE THE 4TH , 5TH, 13TH, 14TH, AND 15TH,. MR. KLABOE WOULD PREFER THAT THE MEETING BE HELD ON SOME DAY OTHER THAN THE 4TH. WILL YOU EXPRESS YOUR CHOICE AS TO ONE OF THE REMAINING DAYS. PLEASE ADVISE ME AS SOON AS POSSIBLE THAT I MAY RELAY THE INFORMATION TO MR. HOUCK.

))969 O. SHAWXX LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

ADM
SHA.

RECEIVED
JAN 11 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

10M—8-63
State Printing 43663

OREGON STATE HIGHWAY DEPARTMENT

Interdepartment Teletype Message

To Station RSB from Station AdM No. .... Date 1-11-63 Time ....

L. R. CHANDLER

J. E. HOUCK IS REQUESTING A MEETING TO CONSIDER CLAIMS AGAINST SEVERAL PROJECTS. CONTRACTS NO. 5592 AND NO. 5834 WOULD BE OF INTEREST TO YOU.

MR. MORGAN HAS FIVE DAYS IN THE MONTH OF FEBRUARY IN WHICH HE WILL BE FREE. THEY ARE THE 4TH, 5TH, 13TH, 14TH, AND 15TH. MR. KLABOE WOULD PREFER THAT THE MEETING BE HELD ON SOME DAY OTHER THAN THE 4TH. WILL YOU EXPRESS YOUR CHOICE AS TO ONE OF THE REMAINING DAYS. PLEASE ADVISE ME AS SOON AS POSSIBLE THAT I MAY RELAY THE INFORMATION TO MR. HOUCK.

Reply Requested ( )

Signed Shaw

LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

Shaw

Roy L. Houck Sons' Corporation
HEAVY CONSTRUCTION CONTRACTORS
1585 20th Street N.E.
Salem, Oregon

January 7, 1963

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Dept.
Salem, Oregon

Re: Oregon State Highway
Contracts 5592, 5478,
5834, 5762.

Halsey Int. Lane Co. line
McKenzie – Willamette Jct.
Lowell – 11th
Evans Cr Rk Point

Dear Sir:

At our meeting on December 14, 1962 you advised us that a meeting with Mr. Rod Portor and representatives from the State of Oregon Legal department and our corporation would be held to evaluate the reimbursement of our expenses for work performed on the above mentioned contracts.

Since the statutory time limit for the settlement of these claims is nearing expiration, we again request this meeting.

We have exercised good faith with the Highway Department in attempting to negotiate the settlement of this matter, however if you continue to ignore this matter we will be forced to legal recourse.

Since our last discussion I have acquired a heavy schedule to make available the highway between Cottage Grove and Goshen to the motoring public and request this meeting be set up for early February.

Very truly yours,

J E Houck
J. E. Houck

JEH/aa

cc: Mr. Forest Cooper
Mr. Rod Portor

RECEIVED
JAN 9 1963
OREGON
STATE HIGHWAY COMMISSION

Morgan and the three Division Engineers contacted as to acceptable date – Only Klaboe and Morgan had any choice – Dates acceptable are Feb 5, 13, 14, 15

RECEIVED
MAY 3 1962
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 2, 1962

Mr. Roy L. Houck, Sr.
Roy L. Houck Sons' Corporation
1585 - 20th Street, N. E.
Salem, Oregon

Re: Halsey Interchange-Lane County Line Section
Contract No. 5478

Dear Mr. Houck:

On March 5, 1962, we met in the Construction Department offices to discuss your claims on this project. You presented at that time four separate claims:

Claim 1, in an undetermined amount less than $100.00, was for some fencing work performed by your sub-contractor;

Claim 2, in the amount of $4,883.16, was for the costs involved in bringing oil rock up to Oregon State Highway Department standards;

Claim 3, in the amount of $699.07, was for the additional work involved in processing material; and

Claim 4, in the amount of $7,200.00, was for elimination of liquidated damages assessed.

Recognizing the benefits that have accrued to the State Highway Department through the early opening of this section to traffic, we are prepared to recommend to the Commission, solely as a compromise settlement, the following: we will recommend that Claims 1 and 3 be settled in full and also recommend that Claim 4 be settled on the basis of an extension of time in the total amount of 21-days. Since we have already provided an extension of 11-days, this would bring the total extension to the 32-days mentioned in the Commission's letter of October 20, 1961.

If the terms outlined above are agreeable to you, please advise and we will institute the necessary papers and documents to handle the matter. I would like to reiterate at this time that the terms outlined above are subject to Commission approval, but we are willing to recommend to the Commission acceptance of said terms if you, in turn, will drop all additional claims on this contract.

Very truly yours,

F. D. Morgan
Construction Engineer

By
F. B. Klaboe
Assistant Construction Engineer

FBK:bjh

cc: G. S. Paxson
R. L. Porter
L. I. Lindas
L. H. Young
J. D. Walker

RECEIVED
MAY 3 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1962
FOR FILING
I-5-4(30)204
59-78

FORM CD-121
(9-22-59)

UNITED ST ES GOVERNMENT

Memorandum

.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

DATE: April 13, 1962

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Copies
Morgan

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project I-5-4(30)204
Halsey Interchange-Lane County Line Section
Pacific Highway

4-18-62

We are in receipt of your letter of March 2, 1962, further discussing your October 16, 1961 and November 20, 1961 requests for extension of contract time, subject project.

From reading the memorandum to the files attached thereto it appears some sort of informal oral agreement was reached with the contractor concerning his schedule of work and count of time on different sections of the project.

Though we do not dispute the merits of the informal agreement, we consider that such a change in the contract provision, to be effective in lieu of other justifications, should have been covered by some sort of formal action processed in the normal manner.

The second new reason which you furnished does not appear to be substantive.

Under the above circumstances, we must maintain our previous position and concur in allowing only 11 additional work days as stated in our November 27, 1961 letter.

RECEIVED
APR 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 8 1962
FOR FILING

3474

March 7, 1962

General Insurance Co. of America
North 1801 Monroe
Spokane 17
Washington

Gentlemen:

A post-final payment in the amount of $1,126.94 will be made to Roy L. Houck Sons' Corp., on contract #5478 for paving the Halsey Interchange-Lane County Line Section of Pacific Highway in Linn County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $1,789,081.19, including the post-final payment. Of the total, $22,942.85 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
1585 North 20th Street
Salem
Oregon

RECEIVED
MAR 6 1962

FORM E-30X—30M—6-61—36682

FOR

5478

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1962

SUBJECT: Halsey Interchange-Linn County Line
Contract No. 5478

To:
MEMO TO THE FILES

The following people attended a claim meeting on this project on February 16, 1962:

For the contractor:	For the State
Roy Houck Sr.	F. D. Morgan
Roy Houck Jr.	F. B. Klaboe
Carlos Houck	J. D. Walker
	R. D. Asburry

The contractor had four outstanding items for which he requested consideration. They are listed below:

Item 1. About $50.00. Subcontractor Clarambeau put up some fencing by extra work methods. It was authorized by the engineer; however, no payrolls were submitted to cover the work. Clarambeau has now gone bankrupt and apparently is no longer interested in cooperating with Houck. Houck will again attempt to get the payrolls from Clarambeau. If he can't, we will attempt to square the matter away without them since he definitely has the money coming.

Item 2. $4,883.16. This is for the rejection of oil rock. Houck made all and stockpiled his oil rock early. It tested OK during manufacturing and a portion was used on the Linn County Line-McKenzie River and the McKenzie River-Willamette River jobs. It was also used on the south half of this project. However, after being used on all these jobs, the Area Engineer decided he wanted some more record samples. These failed for lack of fracture. We also took a group of tests and most of them also failed for lack of fracture.

Under the circumstances, we could not continue to use the materials and informed the contractor that they were unsuitable. The matter was finally settled by Houck going out and purchasing 100 per cent fracture rock from the County and adding enough of this 100 per cent fracture material to bring the product up to specification.

Naturally, Houck wants to be compensated for all additional expenses (including removing the amount of material he had to replace with 100 per cent fracture rock from the job).

It was decided that the matter hinged on the point of acceptance of the rock material. We maintain that it is at the time of incorporation into the job and the contractor maintains it is at the time of plant testing.

However, I feel that we are not on very firm ground in view of the circumstances. It will be discussed with our Legal Division.

Item 3. $699.07. This claim is for the work involved in processing material above normal (windrowing and adding dry 3/4"-0 to the coarse base, etc.) done trying to get southbound lane open for traffic during 1960. Since this work failed to achieve the results and since they did achieve the result in the late spring of 1961 without additional work, we feel this claim is valid. The Bureau of Public Roads probably will not recognize the claim due to the fact that they did not agree with the opening and have not contributed on the costs of shooflys, etc. constructed to facilitate the opening.

Item 4. $7,200.00. This claim is for the return of liquidated damages assessed (24 days at $300.00 per day). We did request the Bureau of Public Roads to agree to extending the contract time 32 days. They agreed to only 11 days. We will again write them requesting once more to concur in the 32 days. The contract actually overran a total of 35 days.

F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:fp

cc R. L. Porter
L. I. Lindas
J. D. Walker

RECEIVED

5478

COMMISSIONERS
[illegible] K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 2, 1962

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

RE: Halsey Interchange-Lane County Line
Pacific Highway
Contract No. 5478
Federal Aid No. I-5-4(30)204

Dear Sir:

On October 16, 1961, and again on November 20, 1961, we forwarded letters to you requesting your approval of an extension of work time on this project from 160 days to 192 days without the assessment of liquidated damages. Since your last letter to us on this subject, dated November 27, 1961, new information has been presented which we believe should be considered as further justification for the contractor's request. These new points are enumerated below:

1. On February 19, 1960, a meeting was held in the Construction Department offices during which Mr. Houck was urged to coordinate his projects between the Halsey Interchange and the "Q" Street Interchange to the end that the entire section could be opened to traffic in 1960. (A copy of our Memo to the Files of this date is enclosed.) You will note that we were able to arrive at a schedule agreeable to the Houck organization which did, in fact, assure the opening of the highway in 1960. In order to accomplish this end, and, subsequently, save the public some $1,800,000.00 in vehicle operating costs, we had to make certain concessions. One of these concessions was that the contractor was assured by us that he would not be assessed liquidated damages on the subject project in the event that the result specified was obtained. We are aware that this meeting was held without members of your organization being present. However, personnel from your organization were kept informed of our plans in this area through verbal communications with members of the Construction Department staff at Salem and the field forces.

We respectfully request that the Bureau of Public Roads recognize the agreement consummated between the contractor and the State which has been clearly shown to be of a great benefit to road users.

2. The contractor has stated that the opening of this section to

traffic severely curtailed the remaining work on the project. For one thing, he had intended to make up lost time by operating his hot plant on a two-shift operation. He tried to operate in this manner, but had narrow, congested areas in which to work, and, consequently, his operation caused a severe hazard to the road user. After attempting this maneuver for one shift, it was abandoned. The contractor also had planned to install the guard rail and sight posts on both sides of the highway in one operation which would have been an efficient operation. He was prevented from doing this for the same reasons listed in the paragraph above.

During 1961 this contractor performed 12 days paving work. He also worked exclusively on rail and sight posts after all oiling work was completed for a total of 9 days. Had he been able to operate as planned, this work would have been accomplished in about 10 days instead of 21 days.

These two new reasons, plus other reasons listed in our previous letters, form a sound basis for extending the time on this project a total of 32 days without the assessment of liquidated damages. Please review your ruling which allowed only 11 days and advise us of your view on the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

FBK:bjh:fp
Enc.
cc G. S. Paxson
R. L. Porter

RECEIVED
MAR 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 1962
FOR FILING
I-5-4(2-)2-4

5478

ROY L. HOUCK SONS' CORPORATION
HEAVY CONSTRUCTION CONTRACTING
1585 20th STREET N. E.
SALEM, OREGON
JUstice 1-1398

February 28, 1962

Morgan

Keep me advised on this

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

There is submitted herewith the claims of Roy L. Houck Sons' Corporation for additional compensation earned by it and to which it is entitled under the provisions of State Highway Commission Contract Number 5478, Pacific Highway; Halsey Interchange - Lane County Line.

These claims are presented pursuant to the provisions of Article 1.8.6 as amended of the Standard Specifications for Highway Construction issued by the Oregon State Highway Department.

Very truly yours,

ROY L. HOUCK SONS' CORPORATION

by____________________
C. T. Houck

Enclosures

original To Morgan
with attachments

MAR 1 1962

RECEIVED
JAN 15 1962
FOR FILING

5478

January 15, 1962

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment in the amount of $3,300.00 will be made to Roy L. Houck Sons' Corp., on contract #5478 for paving the Halsey Interchange-Lane County Line Section of Pacific Highway in Linn County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $1,787,954.25, including the post-final payment. Of the total, $21,851.51 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

RECEIVED
DEC 11 1961
FOR FILING

[illegible]

5478

December 8, 1961

Roy L. Houck Sons' Corp.,
1583 20th Street NE
Salem
Oregon

Gentlemen:

On October 26, 1961, the State Highway Commission considered your request for an extension of 30 additional days without the assessment of liquidated damages on contract #5478, the Maloney Interchange-Lane County Line Section of Pacific Highway in Linn County. At that time, the Highway Commission acted to grant you 32 days subject to the concurrence of the Bureau of Public Roads in said action.

We have twice requested the Bureau of Public Roads to participate in this action. They have approved the granting of an extension of 11 days only.

We can only extend your work time from an original allocation of 160 days to a new allocation of 171 days without the assessment of liquidated damages. You will be credited for these 11 additional days in your next financial statement.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FBK:fp

cc: J. D. Walker
H. N. Hoover
Tom Edwards
Bureau of Public Roads
L. H. Young
C. M. Matson

FORM E-30 50M 3-61 54397

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1961

SUBJECT: Halsey Interchange-Lane
County Line Section
Project I-5-4(30)204

To:

Mr. Forrest Cooper
Acting State Highway Engineer
OFFICE

We have twice requested that the Bureau of Public Roads concur in the award of 32 additional days on this project without the assessment of liquidated damages. They answered our first letter saying that they would not participate in any extension of time and our second letter stating that they would participate in only 11 additional days. I believe this is their final decision.

Prior to receiving the Bureau of Public Roads' decision, we had presented the matter to the State Highway Commission for their approval and they did approve an extension of 32 days with the proviso that the granting of said extension would be made only if the Bureau of Public Roads concurred in the action. The contractor was informed by letter of this decision.

We feel that the contractor is entitled to the 32 days requested but in view of the fact that the Bureau of Public Roads will approve only 11 days, we must recommend that the contractor be informed that his work time will be extended 11 days from an original allocation of 160 days to a new allocation of 171 days without the assessment of liquidated damages.

A rough draft of a letter to the contractor setting forth these stipulations is enclosed.

Tom Edwards
Construction Engineer

By Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

RECEIVED
DEC 4 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

1-3-13-R

FORM -1a3-E 90M 6-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 16, 1961

CONSTRUCTION DIVISION
RECEIVED
OCT 16 1961
NOTED YB

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Halsey Interchange-Lane County
Line Section, Pacific Highway

Dear Sir:

The contractor on this project, Roy L. Houck Sons' Corporation, has requested that his work time be extended 30 days without the assessment of liquidated damages. He lists three reasons to support this request.

1. Soft subgrade conditions. This is a valid reason which resulted in increasing surfacing quantities. Coarse crushed base was increased 47,127 tons over the bid amount. He placed an average of 7,300 tons per day of this material. He is therefore entitled to seven additional days for the increased coarse crushed base materials. The 3/4"-0 material was increased 10,913 tons above bid quantities. He is entitled to seven days additional for this as his average production amounted to 1,600 tons per day. The asphaltic concrete materials were increased 7,000 tons over the bid quantities. As most of this increase was for patching work, a production of 1,000 tons per day is reasonable. Again, on a lineal basis, he is eligible for seven days for the asphaltic concrete materials.

2. Removal of cross-over ramps. The removal of cross-over ramps was performed under an extra work order and this work was not considered in the charging of workdays. The contractor is not entitled to any additional days for this reason.

3. Operation in traffic. Early in June 1961, the contractor started to work the shoulders under traffic. This created a severe traffic hazard and he was ordered to suspend the work until the southbound lanes were opened. The shutdown order was issued on June 8 and the southbound lanes were opened on June 28.

During this period the contractor was charged a total of 11 work-days. Since he was prevented from performing a major portion of the remaining work during this period, we feel that his time should be extended a comparable number of days.

We therefore request your concurrence in extending the time on this contract 32 days from 160 days to 192 days without the assessment of liquidated damages.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards ✓

K

RECEIVED
DEC 6 1961
FOR FILING

5475

December 5, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5478 for paving the Halsey Interchange-Lane County Line Section of Pacific Highway in Linn County was completed by the contractor, Roy L. Houck Sons' Corp., on August 28, 1961, but has not as yet been accepted by the Commission.

Final payment in the amount of $55,624.70 will be released to the contractor after acceptance by the Commission. The total contract amount is $1,784,654.25, of which amount $21,851.51 represents force account items.

You have been previously notified that claims have been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

RECEIVED
DEC 7 1961

FOR FILING

5478

December 5, 1961

Oregon Bureau of Labor
Labor and Industries Building
Salem, Oregon

Attention: Mr. Quintin B. Estell
Asst. Attorney General

Gentlemen:

This is to acknowledge receipt of your letter of November 29 and attached claims of Rolland Higgins, in various amounts, for labor for Dale Clarambeau, subcontractor, for Roy L. Houck Sons' Corporation.

We have received a letter from the Secretary of State, dated November 29, 1961, informing us that these claims have been filed in his office on the following Roy L. Houck Sons' Corporation contracts: Nos. 5478, 5573, 5592, 5627, 5788, 5608, 5795, and 5812.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
dl

NORMAN O. NILSEN
COMMISSIONER

OFFICES
SALEM, OREGON
PORTLAND, OREGON

STATE OF OREGON
BUREAU OF LABOR

OFFICE OF THE COMMISSIONER
LABOR AND INDUSTRIES BUILDING, SALEM 10, OREGON

November 29, 1961

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

Re: Oregon State Highway Contract Nos. 5478, 5573, 5592, 5627, 5788, 5608, 5795, and 5812

Enclosed for filing, as provided in Chapter 279 ORS, are claims of Norman O. Nilsen, Commissioner of the Bureau of Labor, as an assignee, of the claims for labor performed by Rolland Higgins in fulfillment of the above referred to contracts.

Duplicate originals of these claims are being filed with the Secretary of State and copies are being forwarded to Roy L. Houck Sons' Corporation as principal on the bonds and to General Insurance Company of America as surety.

Very truly yours,

ROBERT Y. THORNTON, ATTORNEY GENERAL

BY Quintin B Estell
QUINTIN B. ESTELL, ASST. ATTORNEY GENERAL
Assigned to Bureau of Labor

qbe:cj
encls.

Loc [illegible] says no special treatment on these claims handle as routine.
C.H.

RECEIVED
NOV 29 1961
OREGON
STATE HIGHWAY COMMISSION

NORMAN O. NILSEN
COMMISSIONER

OFFICES
SALEM, OREGON
PORTLAND, OREGON

STATE OF OREGON
BUREAU OF LABOR

OFFICE OF THE COMMISSIONER
LABOR AND INDUSTRIES BUILDING, SALEM 10, OREGON

November 29, 1961

TO THE STATE OF OREGON AND TO THE STATE OF OREGON
BY AND THROUGH THE STATE HIGHWAY COMMISSION:

Notice is hereby given that the undersigned, Norman O. Nilsen, as an assignee, as Commissioner of the Bureau of Labor, has a claim for wages due for labor performed by Rolland Higgins between September 2, 1960, and July 3, 1961, as a laborer for Dale Clarambeau, a subcontractor for Roy L. Houck Sons' Corporation, in the sum of $551.27, together with interest thereon at the rate of 6% per annum from July 3, 1961, until paid, against the bond taken from Roy L. Houck Sons' Corporation and General Insurance Company of America for work of highway construction, paving, of Pacific Highway in Linn County, of that certain section known as the Halsey Interchange-Lane County Line, Oregon State Highway Commission Contract No. 5478, awarded May 28, 1959, for the State of Oregon, by and through the State Highway Commission.

Dated this 29 day of November, 1961.

Norman O. Nilsen, Commissioner
Oregon Bureau of Labor

By Quintin B Estell
QUINTIN B. ESTELL
Deputy Commissioner

qbe:cj
Duplicate Originals: Secretary of State
Oregon State Highway Commission
Roy Houck Sons' Corporation
General Insurance Company of America

RECEIVED
NOV 29 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 7 1961
FOR FILING

5478

December 5, 1961

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Attached are copies of claims which have been filed with the Secretary of State by the Oregon Bureau of Labor for wages due Holland Higgins, laborer for Dale Clarambeau, subcontractor for Roy L. Houck Sons' Corporation, prime contractor. These appear to be in connection with the following State Highway Contracts with Roy L. Houck Sons' Corporation:

Contract No. 5627,	Jackson County	- $ 23.26	plus interest
Contract No. 5795,	Lane County	- $ 220.00	" "
Contract No. 5812,	Douglas County	- $1,067.00	" "
Contract No. 5592,	Lane County	- $ 553.77	" "
Contract No. 5573,	Lane County	- $ 278.37	" "
Contract No. 5478,	Linn County	- $ 551.27	" "
Contract No. 5788,	Lane County	- $ 39.81	" "
Contract No. 5608,	Jackson County	- $ 81.68	" "

We provide this information as your company appears as surety on the performance bonds furnished with these contracts.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Huggins Insurance Agency
373 North Church Street
Salem, Oregon

NOTED ON CARD

Roy L. Houck Sons' Corporation
1585 - 20th Street N. E.
Salem, Oregon

Commissioners
Mr. Forrest Cooper

CWR:fp

NORMAN O. NILSEN
COMMISSIONER

OFFICES
SALEM, OREGON
PORTLAND, OREGON

STATE OF OREGON
BUREAU OF LABOR

OFFICE OF THE COMMISSIONER
LABOR AND INDUSTRIES BUILDING, SALEM 10, OREGON

November 29, 1961

TO THE STATE OF OREGON AND TO THE STATE OF OREGON
BY AND THROUGH THE STATE HIGHWAY COMMISSION:

Notice is hereby given that the undersigned, Norman O. Nilsen, as an assignee, as Commissioner of the Bureau of Labor, has a claim for wages due for labor performed by Rolland Higgins between September 2, 1960, and July 3, 1961, as a laborer for Dale Clarambeau, a subcontractor for Roy L. Houck Sons' Corporation, in the sum of $551.27, together with interest thereon at the rate of 6% per annum from July 3, 1961, until paid, against the bond taken from Roy L. Houck Sons' Corporation and General Insurance Company of America for work of highway construction, paving, of Pacific Highway in Linn County, of that certain section known as the Halsey Interchange-Lane County Line, Oregon State Highway Commission Contract No. 5478, awarded May 28, 1959, for the State of Oregon, by and through the State Highway Commission.

Dated this 29 day of November, 1961.

Norman O. Nilsen, Commissioner
Oregon Bureau of Labor

By Quintin B. Estell
QUINTIN B. ESTELL
Deputy Commissioner

qbe:cj
Duplicate Originals: Secretary of State
Oregon State Highway Commission
Roy Houck Sons' Corporation
General Insurance Company of America

File # 3892

FILED
NOV 29 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

FORM CD-121
(9-[illegible])

RECEIVED
[illegible] 29 [illegible]
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: November 27, 1961

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

5478 C G Polk

SUBJECT: Request for Extension of Contract Time
Oregon Project I-5-4(30)204
Halsey Interchange-Lane County Line
Pacific Freeway

We are in receipt of your letter of November 20, 1961 requesting additional consideration of the above request on the basis of an estimated public saving of $1,800,000 by virtue of opening to traffic in the fall of 1960.

Since the opening of the highway to traffic by the State was not provided for in the plans and specifications and might be considered a change in plans as described under the Special Provisions, issue of September 15, 1958, we find ourselves able to concur in the allowance of 11 additional work days as requested under the third item in your original submission of October 16, 1961.

Since nothing in the governing specification defines a change in plans, it is our position that small percentage overruns cannot be considered as such and used as a valid base for extension of total contract time on a pro-rata item by item basis.

If the governing specifications gave adequate coverage of such situations we would in the future be able to concur in such requests for additional time.

Copies to [illegible]

RECEIVED
[illegible] 1961
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
DEC 5, 1961
FOR FILING

I-S-4([illegible]) [illegible]

5478

D Cook
noted on cards

November 20, 1961

Mr. N. O. Nilsen, Commissioner
Oregon Bureau of Labor
115 Labor & Industries Building
Salem 10, Oregon

Attention: Quinton B. Estell, Deputy Commissioner

Dear Mr. Nilsen:

This is to acknowledge receipt of your Affidavit dated November 17, 1961 requesting certified copies of contracts and bonds covering various Roy L. Houck contracts.

As requested, we are attaching certified copies of the following contracts: Nos. 5478, 5573, 5592, 5627, 5788, 5608, 5795, and 5812.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ENC.

CWH:jh

NOTED ON CARD
dc

AFFIDAVIT

STATE OF OREGON)
County of Marion)ss.

Comes now N. O. Nilsen, Commissioner of the Oregon Bureau of Labor and certifies to the following:

1. I am the assignee of the claims for labor performed on certain public jobs as will hereinafter be mentioned.
2. Affiant's assignor supplied labor for the prosecution of the work provided in the contracts on the jobs hereinafter mentioned.
3. To the best of my knowledge and belief full payment has not been made on these claims for labor.

WHEREFORE, affiant requests that a certified copy of the contracts and bonds for the work performed on the following:

Contract No.	Location
5478	Halsey Interchange to Lane County Line
5573	Linn County Line to McKenzie River
5592	McKenzie River to Willamette River
5627	Evans Creek - Homestead
5788	Goshen-Coast Fork Willamette River
5608	Homestead-Rock Point
5795	Coast Fork of Willamette River to Cottage Grove
5812	Rice Hill to N. Oakland Junction

be furnished and mailed to me at 115 Labor & Industries Building, Salem, Oregon.

N. O. Nilsen, Commissioner
Oregon Bureau of Labor

By B. Estes
Deputy Commissioner

Subscribed and sworn to before me this 17th day of November, 1961.

Carol L. Justis
Notary Public for Oregon
My Commission expires: May 4, 1964

RECEIVED
NOV 17 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 21 1961
FOR FILING

5478

November 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

I am in receipt of your letter of November 6, 1961, concerning the request for extension of time on Project I-5-4(30)204, Halsey Interchange-Lane County Line, Pacific Freeway, Roy L. Houck Sons' Corp., contractor.

Your letter indicates you were neither advised nor consulted in regard to this fall opening of this section. Our actions in requesting your participation in temporary traffic facilities and, specifically, our memorandum of October 31, 1960 (of which you received a copy), refute this statement. Your letter of May 16, 1961, indicates the wisdom of our decision.

The contractor, Roy L. Houck Sons' Corp., did in fact suffer delays and additional expense due to our procedure. We have not, nor will we, compensate him for such additional expense. A public saving in motor vehicle costs—approximating $1,800,000—was achieved. To inflict a penalty of $9,000 in addition to unanticipated expenditures is not in our opinion reasonable or just.

We believe the contractor is entitled to 32 days' extension, although only 30 days have been requested by him. We respectfully request your review of this request.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

TE:jw me

cc W. C. Williams
Tom Edwards

1-3-13-12

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: November 6, 1961

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

By: ME Martin
M. E. Martin
Acting Division Engineer

SUBJECT: Request for extension of time, Project I-5-4(30)204, Halsey Interchange-Lane County Line Section, Pacific Freeway

We are in receipt of your letter of October 16, 1961 requesting 32 days extension of time based on contractor's request for 30.

Observation by personnel of this office during construction did not reveal soft subgrade conditions, rather soft areas within the surfacing material above the subgrade. The saturated condition of the base course material and unfavorable conditions for placement were contributing factors to the overrun of both asphaltic concrete for patching and coarse crushed base material. It was our observation that placement of coarse crushed base material was essentially completed in the fall of 1960 with only a small amount of 3/4"-0 material placed in 1961.

It is our observation also that the conditions set forth in your letter were brought about by permitting the contractor to work under unfavorable conditions in order to allow the project to be opened to traffic in the fall of 1960, a decision concerning which we were neither advised nor consulted. ✓

Further, during the 1961 season, after the arrival of favorable weather, it was observed that the contractor made no serious effort to expedite his guardrail and fencing work, all of which could have been done at a far earlier date without any inconvenience on his part to subsequent operations.

On the basis of the information submitted we are unable to establish justification for the requested time extension.

CONSTRUCTION DIVISION
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RECEIVED
NOV 1961
STATE HIGHWAY ENGINEER

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NOV 13 1961
FOR FILING

I-4 [illegible] 204

5478

November 10, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Roy L. Houck Sons's Corp., on contract #5478 for paving the Halsey Interchange-Lane County Line Section of Pacific Highway in Linn County.

This payment, in the amount of $44,096.23, will be released to contractor on or after November 17, 1961. The retained percentage is $52,818.83.

You have been previously notified that claims have been filed against this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Roy L. Houck Sons' Corp.,
1585 North 20th Street
Salem
Oregon

RECEIVED
OCT 23 1961
FOR FILING

[illegible]

5478

October 20, 1961

Roy L. Houck Sons' Corp.,
1585 20th Street NE
Salem
Oregon

Gentlemen:

The State Highway Commission at its meeting held on October 20, 1961, had under discussion your request for an extension of time for 30 additional workdays from 160 days to 190 days within which to complete your contract #5478 without the assessment of liquidated damages, for paving the Halsey Interchange-Lane County Line Section of Pacific Highway in Linn County.

We are pleased to inform you that the Highway Commission granted you 32 additional workdays, from 160 days to 192 days, subject to concurrence of the Bureau of Public Roads. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: J. D. Walker
H. N. Hoover
Tom Edwards
Bureau of Public Roads
R. L. Porter
C. H. Matson

RECEIVED
OCT 18 1961
FOR FILING

5478

October 17, 1961

Request for Extension of Time
No. 5
October 20, 1961, Meeting

Oregon State Highway Commission

Gentlemen:

The contractor on the Halsey Interchange-Lane County Line Section of the Pacific Highway, Contract No. 5478, has requested that his work time be extended 30 days without the assessment of liquidated damages. The contractor on this project is Roy L. Houck Sons' Corporation. He lists three reasons to support this request:

1. Soft Subgrade Condition. The soft subgrade conditions encountered resulted in necessary increases of surfacing material. These increases above the bid quantities substantiate a 21-day increase in workday count.

2. Removal of Cross-over Ramps. This is not a valid reason, as the contractor was not charged for this work.

3. Operation Under Traffic. The contractor was suspended from performing oiling work between the dates of June 8 and June 28, 1961, by the engineer. During this time, he was charged 11 workdays. His time should be extended a comparable amount of days.

It is, therefore, recommended that the work time on this project be increased a total of 32 days without the assessment of liquidated damages dependent upon the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for the October 20 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FBK:fp me
Enclosure
cc Tom Edwards
R. L. Porter
C. H. Maison

RECEIVED
OCT 10 1961
FOR FILING

5478

October 9, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 11 covering extra work in oiling under traffic on the Halsey Interchange-Lane County Line Section of the Pacific Highway in Linn County, Contract No. 5478, in connection with Federal Aid Project No. I-5-4(30)204.

The northbound traffic lane was opened to two-way traffic before the shoulders were oiled. This necessitated oiling the shoulders under traffic. Traffic hitting the shoulders made it necessary to do extra blading, rolling and other work to keep them in shape for oiling. The southbound lane was free from this extra work as the oiling was not done under traffic.

This work has been verbally recommended for approval by the BPR Highway Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

RECEIVED
OCT 6 1961
FOR FILING

5478

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 4, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $323.21 for wages earned and not paid on State Highway Contract Nos. 5478 and 5592. This appears to be in connection with our contracts with Roy L. Houck Sons' Corporation.

The General Insurance Company of America, through Huggins Insurance Agency, 373 N. Church St., Salem, furnished the performance bond on each of these contracts.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

File #3868

FILED
OCT 5 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED ON CARD

RECEIVED
OCT 5 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 5 - 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
OCT 5 1961
FOR FILING

5478

October 4, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $323.21 for wages earned and not paid on State Highway Contract Nos. 5478 and 5592. This appears to be in connection with our contracts with Roy L. Houck Sons' Corporation.

The General Insurance Company of America, through Huggins Insurance Agency, 373 N. Church St., Salem, furnished the performance bond on each of these contracts.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

NOTED ON CARD
dc

October 4, 1961

General Insurance Company of America
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

Gentlemen:

A claim letter, dated September 27, 1961, has been received from John Clarambeau, McMinnville, advising that he has wages earned and not paid in the amount of $323.21 on State Highway Contract Nos. 5478 and 5592. This appears to be in connection with our contracts with Roy L. Houck Sons' Corporation.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your company appears as surety on the performance bonds furnished with these contracts.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.
CC:
Huggins Insurance Agency
373 N. Church St.
Salem, Oregon

Roy L. Houck Sons' Corporation
1585 - 20th St. N. E.
Salem, Oregon

TED ON CARD
dc

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

RECEIVED
OCT 5 1961
FOR FILING

5478

October 3, 1961

Mr. John Clarambeau
1705 Lafayette
McMinnville, Oregon

Dear Mr. Clarambeau:

This is to acknowledge receipt of your claim letter of September 27 in the amount of $323.21 for wages earned and not paid on the following projects: Contract Nos. 5478 and 5592. These projects appear to be the Roy L. Houck Sons' Corporation contracts.

The General Insurance Company of America, through Huggins Insurance Agency, 373 North Church Street, Salem, furnished the performance bond on each of the above contracts, which bond is given to assure completion of the contract and payment of all bills incurred in it. The State does not make payment of claims, but looks to the prime contractor and surety for such payment. These contracts have not yet been accepted by the State Highway Commission.

So that there may be no misinterpretation of the law we are forwarding your claim to the Secretary of State for filing. This action will protect your claim under the bond. In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
dc

CWH:rj

1705 Laffayette
Mc Minnville, Oregon
Sept. 27,1961

Secretary
Oregon State Highway Commission
State Highway Bldg.
Salem,Oregon

Dear Sir,

I find it necessary to file a claim with the State Highway Comission for wages earned and not paid on the following projects.

Week	Amount	Contract No.
7-8-61	56.83	5478
7-21-61	109.10	5592
7-28-61	112.12	5592
8-4-61	45.16	5478
Total Wages Due	323.21	

Sincerly,
John Clarambeau
1705 Laffayette
Mc Minnville, Oregon

John J Clarambeau

#5478 — #101.99
#5592 — 221.22
#323.21

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SEP 29 1961
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING

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5478

October 3, 1961

Hon. Howell Appling, Jr.
Secretary of State
121 State Capitol
Salem, Oregon

Att: Mr. George C. Stephens

Dear Sir:

Attached is a claim letter dated September 27 for filing in the amount of $1,424.88 received from Bert Clarambeau, McMinnville, for labor performed for Dale J. Clarambeau, subcontractor for Roy L. Houck Sons' Corporation.

This appears to be in connection with the following contracts in which Roy L. Houck Sons' Corporation was the principal contractor: Contract Nos. 5478, 5573, 5592, 5795, and 5812. The General Insurance Company of America, through Huggins Insurance Agency, 373 North Church Street, Salem, furnished the performance bond on each of the above contracts.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:

CWH:rj

NOTED ON CARD
dc

October 3, 1961

Mr. Bert Clarambeau
Route 1, Box 35
McMinnville, Oregon

Dear Mr. Clarambeau:

This is to acknowledge receipt of your claim letter of September 27 for wages earned in the amount of $1,424.88 for labor performed for Dale J. Clarambeau, subcontractor for Roy L. Houck Sons' Corporation.

From the description in your letter this appears to be in reference to the five Roy L. Houck Sons' contracts, as follows: Contract Nos. 5478, 5573, 5592, 5795, and 5812. None of these contracts have been accepted by the Oregon State Highway Commission.

The General Insurance Company of America, through Huggins Insurance Agency, 373 North Church Street, Salem, furnished the performance bond on each of these five contracts, which is given to assure completion of the contract and payment of all bills incurred in it. The State does not make payment of claims, but looks to the prime contractor and surety for such payment.

So that there may be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. This action will protect your claim under the bonds. In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
lc

CWH:rj

Rt 1, Box 35
Mc Minnville, Oregon
Sept. 27, 1961

Secretary
Oregon State Highway Commission
State Highway Bldg.
Salem, Oregon

Dear Sir,

I find it necessary to file a claim with the State Highway Comission for wages earned and not paid on the following projects.

Week	Amount	Contract No.
4-15-61	31.02	5795
4-15-61	46.52	5573
4-22-61	112.20	5812
5-21-61	126.36	5812
5-28-61	81.40	5812
6-2-61	63.96	5795
6-10-61	93.75	5795
6-17-61	109.56	5795
6-24-61	16.34	5478
6-24-61	37.21	5795
7-1-61	167.07	5478
7-15-61	119.79	5592
7-21-61	157.79	5592
7-28-61	123.84	5478
7-28-61	56.32	5592

Total Wages Due. ---- 14[illegible]

Work Pre Formed FOR
DALE J. CLARAMBEAU, SUB FOR
ROY L. HOUCK + SONS CORP.
GENERAL CONTR.

Sincerly,
Bert Clarambeau
Rt 1 Box 35
Mc Minnville, Oregon

B.J. Clarambeau

#5478	#307.75
#5573	46.52
#5592	333.90
#5795	335.50
#5812	319.96
	$1,343.63

RECEIVED
SEP 29 1961
OREGON
STATE HIGHWAY COMMISSION

5795	5573	5812	5478	5592
31.02	46.52	112.20	16.84	119.79
63.96		126.36	167.07	157.79
93.75		81.40	123.84	56.32
109.56				
37.21				
335.50	46.52	319.96	307.75	333.90

① ③ ③

335.50
46.52
319.96
307.75
333.90

1,343.63

RECEIVED
OCT 6 1961
FOR FILING

5478

October 2, 1961

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

A claim letter dated September 27 has been received from Bert Clarambeau, McMinnville, advising that Dale J. Clarambeau, subcontractor for Roy L. Houck Sons' Corporation, owes him for wages in the amount of $1,424.58.

This appears to be in connection with the following State Highway contracts in which Roy L. Houck Sons' Corporation is the prime contractor: Contract Nos. 5478, 587[illegible], 5592, 5795, and 5812. This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim letter.

This information is provided as your company appears as surety on the performance bond furnished on each of these contracts.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:

cc: Higgins Insurance Agency
Roy L. Houck Sons' Corporation
H. K. McIver
Glenn L. Jackson
W. C. Williams
Forrest Cooper

CAM:rj

NOTED ON CARD
dc

RECEIVED
SEP 27 1961
FOR FILING

5478

September 22, 1961

Valley Lumber Company
Halsey,
Oregon

Attention: Mr. Melvin H. Abraham

Dear Mr. Abraham:

This is to acknowledge your letter of September 19 stating that Dale J. Clarambeau owes you for the purchase of cement which was used on the Freeway between the Halsey Interchange and the Eugene Interchange.

Our records indicate that Dale J. Clarambeau was a subcontractor for Roy L. Houck Sons Corp. on the following projects in that area:

Contract No. 5478, paving, Halsey Interchange-Lane County Line Section, Pacific Highway, Linn County, completed August 28, 1961.

Contract No. 5573, paving, signing, Linn County Line-McKenzie River Section, Pacific Highway, Lane County, completed June 19, 1961.

Contract No. 5592, McKenzie River-Willamette River Section, Pacific Highway, Lane County, not completed.

The General Insurance Company of America, through Huggins Insurance Agency, 373 No. Church Street, Salem, furnished the performance bond on each of the three projects, which is given to assure completion of the contract and payment of all bills incurred in it. If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. The State does not make payment of claims but looks to the prime contractor and surety for such payment. Attached are excerpts from the Oregon laws outlining the filing procedure.

In the meantime, this information will be noted in our records and we will advise the surety and contractor of the receipt of your letter.

Very truly yours,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

Attach.
CWH:mg

FORM E-113-R 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 21, 1961

Valley Lumber Company
Halsey
Oregon

Attention: Mr. Melvin H. Abraham

Gentlemen:

Reference is made to your letter of September 19, 1961, regarding your claim against Dale J. Clarambeau, 3994 Crest View, Salem, Oregon.

Mr. Clarambeau was a subcontractor for Roy L. Houck Sons' Corporation on the following Projects between the Halsey Interchange and Eugene Interchange:

Contract No. 5478, Halsey Interchange-Lane County Line
Contract No. 5573, Linn County Line-McKenzie River
Contract No. 5592, McKenzie River-Willamette River

Mr. Floyd Query, Secretary to the State Highway Commission handles claims of this type. Your letter is being referred to him, by this letter, with the request that he write to you.

Very truly yours,

D. B. Parkes
Contract Payments Engineer

cc: Floyd Query

DBP:bm

Cec, please handle
FQ

VALLEY LUMBER COMPANY

MELVIN H. ABRAHAM **PHONE 20X3**
2107

HALSEY, OREGON

September 19, 1961

Oregon State Highway Department
Salem, Oregon.

Attention: Mr. D. B. Parkes

Dear Sir:

I'm writing to you regarding a Dale J. Clarambeau, 3994 Crest View Drive, Salem, Oregon, who purchased cement here to be used on the Freeway project. His check No.404 dated 7-31-61, in the amount of $13.40, has been returned NSF two different times and his bank, Ladd & Bush Branch, The U. S. National Bank, Salem, Oregon, has returned unpaid a Country Collection request sent by our bank, Halsey Branch Bank of Lebanon, Halsey, Oregon.

The closest we can tell of the location where the materials were used is between the Halsey interchange and the Eugene interchange.

Is there any information or help you can give to us regarding this subject of collecting the above amount? Thank you for your kind attention.

Respectfully yours,

Melvin H. Abraham

mha:s

[illegible]

[illegible]

#5573

[illegible]

[illegible]

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SEP 26 1961
FOR FILING

[illegible]

5478

September 22, 1961

General Insurance Co. of America
209 S. W. 4th Avenue
Portland, Oregon

Gentlemen:

A letter dated September 19, 1961 has been received from Halsey Lumber Company, Halsey, advising that Dale J. Clarambeau, subcontractor for R. L. Houck Sons' Corp. owes them for cement (amount not stated).

This appears to be in connection with the Roy L. Houck Sons' Corp. contracts as follows:

Contract No. 5478, Halsey Interchange-Lane County Line.

Contract No. 5573, Linn County Line-McKenzie River.

Contract No. 5592, McKenzie River-Willamette River.

We provide this information as your company appears as surety on the performance bond furnished with each of these contracts.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Huggins Insurance Agency
373 No. Church Street
Salem, Oregon

Roy L. Houck Sons' Corp.
1585 No. 20th Street
Salem, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

CWH:mg

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 2, 1961

Section Halsey Interchange-Lane County Line

Kind of work Paving

Highway Pacific County Linn

Section prefix 622-1089

Contractor Roy L. Houck Sons' Corp.

Contract number 5478

Date of contract May 24, 1959

Specified work days 160

Date work started July 8, 1959

Work days used 195

Project authorization $ 1,943,537.64

Per cent of time elapsed 122 %

Exclusive of engineering $ 1,795,585.42

Estimated cost of completed project, exclusive of engineering $ 1,846,000

Estimated per cent overrun or underrun + 3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 137,537.64

Engineering cost to date $ 98,500, 72 %

Date project was completed Aug 27, 1961

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100 100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Project completed August 27, 1961, Sunday

Mr. R. D. Asburry, Assistant Division Engineer and Mr. Willis Graff, of the BPR , made final insprction of the job on Aug. 28, 1961.

Workday count stopped Friday, Aug 25, 1961.

PROJECT COMPLETED

FINAL REPORT

JB KB B

Signed H M [illegible]

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		12.52		12.52	12.52
Miles partially completed					
Miles completed		12.52		12.52	12.52
Total estimated quantities (contract)	14,200	915,000		16,400	93,200
Total quantities corrected to date	4,600	973,500		12,500	100,000
Estimated quantities moved or placed to date	4,600	973,500		12,500	100,000
Average daily quantities		7,000		300	1,200
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	shrs AM		
Friday	cldy & shrs		
Saturday			

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AUG 30 1961
FOR FILING

5478

August 30, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 28, 1961, on Contract No. 5478, Halsey Interchange-Lane County Line Section, in Linn County, in connection with Federal Aid Project No. I-5-4(30)204.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: N. S. Cox

DBP:bm

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MAY 18 196
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

I-5-4(30)204

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

5-4-18

DATE: May 16, 1961

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Oregon Project I-5-4(30)204
Halsey Interchange - Lane County Line Paving

We have received and reviewed your submission of May 15, 1961, concerning the proposed additional paving of the northbound lanes lying between Halsey Interchange and Belts Road, subject project.

Study of your road user cost analysis and consideration of the intangible benefits mentioned in your letter combine to show the work as planned and executed last fall was definitely in the public interest, and that a very substantial saving to traffic resulted thereby.

We are prepared to make a favorable recommendation to our Regional office when your Department submits a PR-1 form to program the work under a separate agreement number.

NOTED
W. C. WILLIAMS

Edw
Porter

File copy to [illegible]
to note

RECEIVED
MAY 17 1961
[illegible]
STATE [illegible] ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAY 15 1961
FOR FILING

I-5 4(30)204

5478

May 15, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

There has been some criticism expressed regarding the smoothness and riding qualities of a section of the Halsey Interchange-Lane County Line paving project, Contract No. 5478, I-5-4(30)204; more specifically the section referred to being the northbound lanes lying between the Halsey Interchange and Belts Road, a distance of approximately 5.8 miles.

In this connection, it must be admitted that the pavement riding surface is not up to our usual standards; however, we believe that the conditions under which this pavement was laid and the reasons for so doing should be considered.

Last fall the section from Albany to Halsey Interchange had been completed on the north end and the section from Belts Road to the "J" Street Interchange and penetrating spur to connect with the existing Pacific Highway in Eugene could be completed on the south end with no impairment of quality. These facts then left us with a 5.8-mile section of partially surfaced highway incomplete between Halsey Interchange and Belts Road. The noncompletion of this section would require all the traffic between Albany and Eugene to use the longer and more circuitous existing highway. As you know, the existing route is six miles longer and traverses numerous towns and settlements. In this connection, I submit herewith an analysis of the monetary benefits per day accruing to the traveling public by use of the new freeway facility over the existing road. These amount to $7,532 per day. There are, of course, more intangible benefits, such as reduction of accidents, public relations, et cetera, which are significant.

In view of the foregoing, it was decided to complete two lanes in spite of the late season, inclement weather, and adverse conditions so as to provide continuity of travel along the freeway and open the facility eight months ahead of possible completion under normal circumstances. The surfacing and paving in the late fall resulted in a pavement that was rougher than desired but was structurally sound. It is evident at this time that we made the proper decision with regard to completion and opening with a consequent aggregate saving to the motoring public of $1,800,000 for the period.

It has become evident that the two northbound lanes put into service should have a 1½-inch A.C. overlay, with additional material for leveling put in, to bring it up to the level of quality of our other work in the area.

In this connection, we are asking your approval and participation in the work above outlined which is estimated to cost $121,000. It is thought that this work should be accomplished under a separate contract in the summer of 1962.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. J. D. Walker

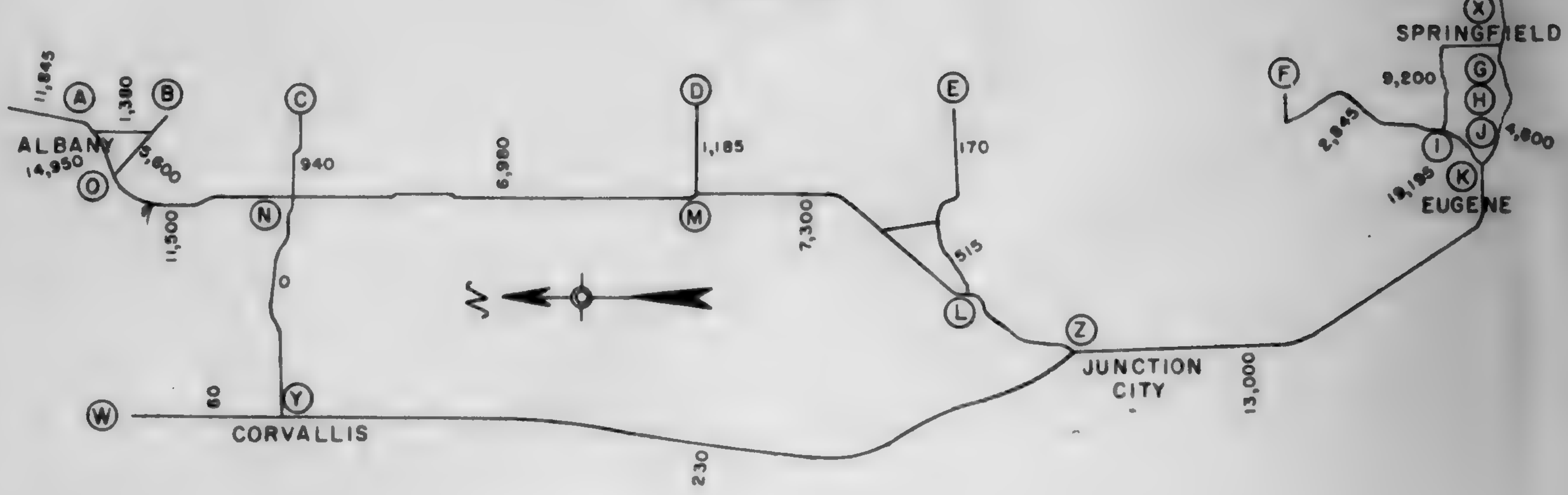
LHY:fp fn

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section

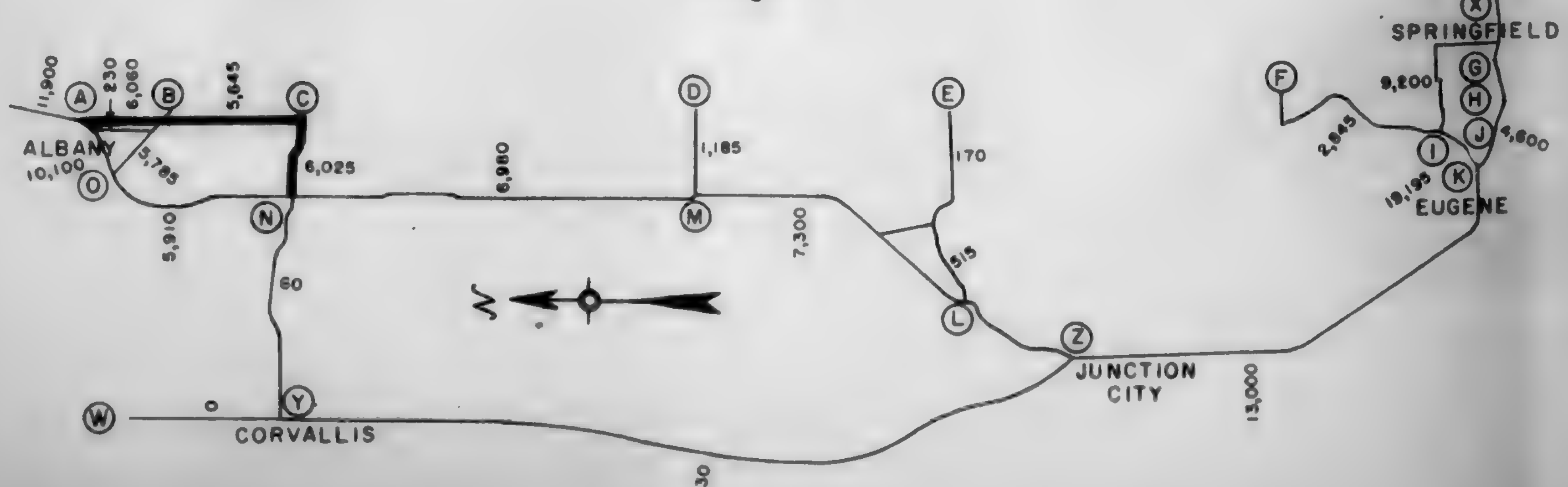
HIGHWAY PROJECT ANALYSIS

ITEM		ROUTES			
		Existing	Stage I	Stage II	Stage III
I. ANNUAL VEH. OPERATION COSTS					
A. TIME ELEMENT COSTS					
a. Passenger Vehicles......	$	12,333	12,196	11,913	10,413
b. Light trucks............	$	282	280	273	237
c. Heavy trucks............	$	6,955	6,903	6,812	6,055
d. Busses..................	$	370	365	357	284
e. Total...................	$	19,940	19,744	19,355	16,989
B. MILEAGE ELEMENT COSTS					
a. Dist. and Surf. Costs...	$	69,916	70,685	70,433	67,118
b. Rise and Fall Costs.....	$				
c. Alignment Costs.........	$				
d. Traffic Stop Costs......	$	1,192	1,164	1,130	802
e. Accident Costs..........	$	2,255	2,105	1,999	862
f. Total...................	$	73,363	73,954	73,562	68,782
TOTAL ANNUAL VEHICLE OPERATION COSTS ($A_e + B_f$).......	$	93,303	93,698	92,917	85,771
II. ANNUAL HIGHWAY COSTS					
a. Capital Costs...........	$				
b. Maintenance Costs.......	$				
c. Operation Costs.........	$				
TOTAL ANNUAL HIGHWAY COSTS..	$				
III. ANNUAL ROAD USER COSTS (I + II).	$				

Existing



Stage I



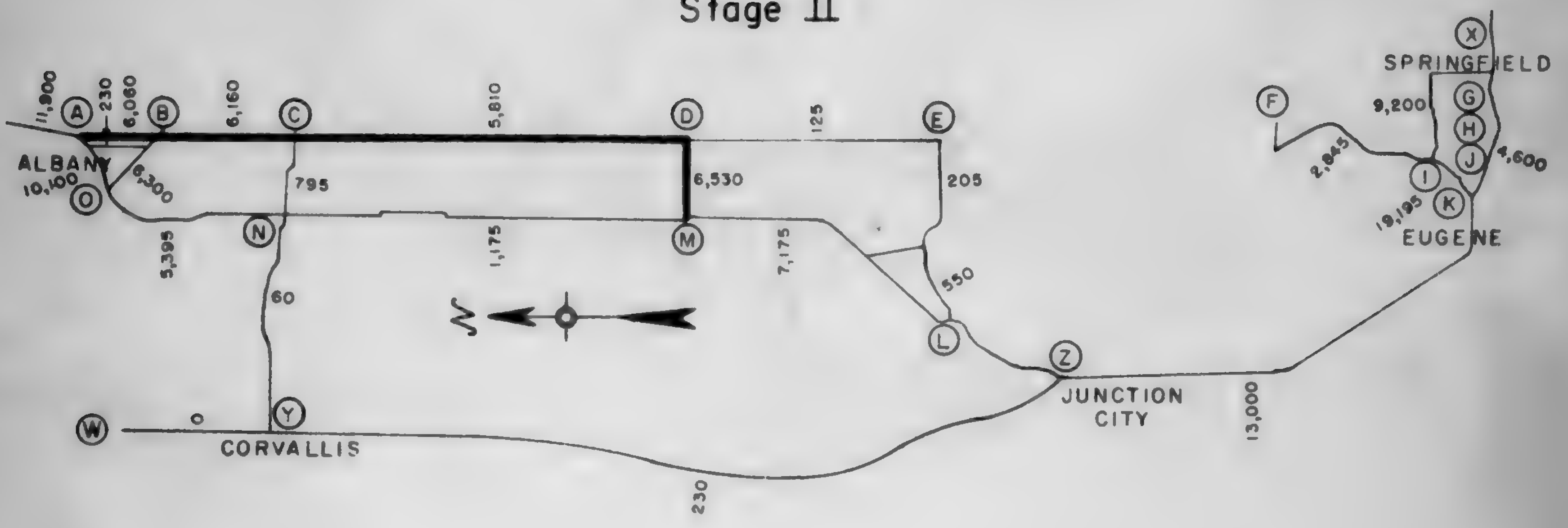
Temporary Route For Interstate Traffic

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
PLANNING SURVEY SECTION

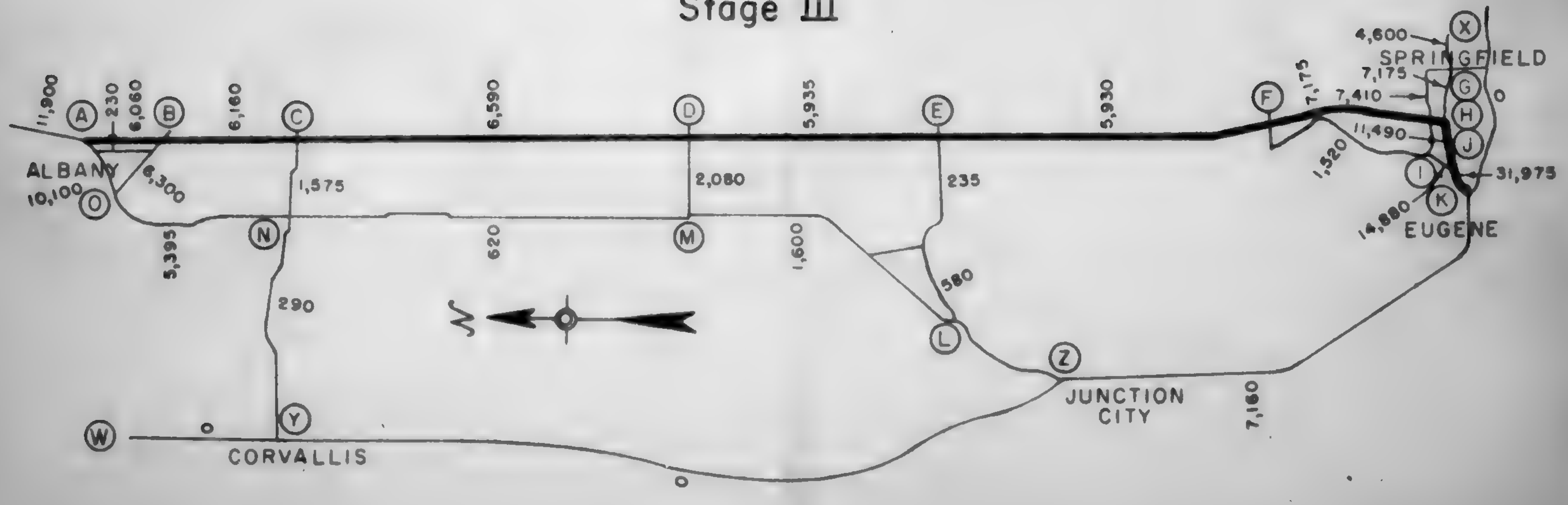
1960 ALBANY-EUGENE AVERAGE DAILY TRAFFIC ASSIGNMENTS

May, 1960

Stage II



Stage III



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I-5-4(30)204
5478

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1961

SUBJECT: Re: Oregon Project I-5-4(30)204
Halsey Interchange-Lane Co.
Line Section, Pacific Freeway

To: G.S. Paxson

In compliance with your request, on May 1st, an inspection was made of the aggregate base course of the Halsey Road-Lane County Line section of the Pacific Interstate Highway. This investigation was made by Assistant Division Engineer Asburry, Resident Engineer Walters, Assistant Resident Engineer Hoover and myself. Pick and shovel excavations were made and visual examination indicated a non plastic base material, with a high moisture content but no free water.

On April 25th four record samples were submitted for test by the Bureau of Public Roads. Results of these tests showed the material to have L.L. values from 19 to 22 and P.I. values of 0 which indicates non plasticity. However, the sieve analyses indicated more fines than that which should be considered desirable. Sand equivalent tests were made of these record samples after receipt of the memorandum from the Bureau of Public Roads. Results of these tests indicated a particle size composition capable of high moisture retention.

At any time that asphaltic concrete is placed over a wet base the increase in temperature causes the moisture vapor to migrate rapidly to the base surface when, as it becomes free water, a very unstable condition results directly beneath the pavement.

It is my recommendation that placing of the binder course and asphaltic concrete be delayed until the excess moisture condition is relieved. As an aid in determining any isolated areas that need aeration a slowly operated loaded truck could well be used for proof checking.

G. W. Harra
G.W. HARRA
Engineer of Materials

GWH:vs

orig. to Edwards
with instructions to handle

Salem, Oregon
April 27, 1961

Mr. G. W. Harra
Engineer of Materials
Shops

I attach hereto a memorandum from the Bureau of Public Roads concerning the Halsey Road-Lane County Line Section of the Interstate Highway in Linn County.

You will note on page 2 that they request recommendations from the State Laboratory as to the adequacy of the base course in its present condition and corrective measures which might be necessary.

Will you please investigate this situation but clear all data and reports through Mr. Cooper's office.

G. S. Paxson
Assistant State Highway Engineer

GSP:ms
attach.
cc Mr. Forrest Cooper
Edwards

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: April 25, 1961

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

By: DM Emrich
D. M. Emrich
Acting Division Engineer

SUBJECT: Oregon Project I-5-4(30)204
Halsey Interchange
Lane County Line Section, Pacific Freeway

We are becoming increasingly concerned over the situation regarding subject project and wish to take this opportunity to point out some features which give use to this feeling.

As you know, base course placement and paving on this project were carried on late last season after the subgrade had become saturated, and this, along with the extremely wet condition of the base course material itself, resulted in a large number of soft spots. Repair of them alone required between two and three thousand tons of asphaltic concrete to stabilize the northbound lanes between Stations 2010 to 2310. Despite this, it is well recognized that the riding surface in this area is extremely rough and will probably require some post-contract attention to make it safe for high speed traffic.

Record samples of the coarse material in the southbound lanes were taken by the Division Geologist and a representative of this office on April 24, and the results uncovered are most disturbing. Nine samples were taken, and in every case the subgrade material had pumped in excess of 6" into the base material and in most instances the base itself above this depth was stratified and could be removed in large plastic lumps which gave the appearance of clay balls. In the two instances where the fine crushed base had been laid over the coarse material there was a film of free moisture between the two, indicating that the fine material had sealed in the moisture brought up by capillary action. The subgrade, when reached, was saturated and very soft.

The condition above described is, to say the least, serious and the loss of approximately one-third the effective depth of the base material by allowance of such late season operations is sure to result in excessive maintenance and traffic costs for an indeterminate period of time into the future.

It is our understanding that the contractor plans to finish base placement and pave the remaining portion of the project in the very near future. This is further born out by recent erection of his paving plant and move in of other equipment.

On the basis of the above it would appear unwise to allow the contractor to proceed until it has been determined that the subgrade is adequately dried out and no capillary water will be sealed into the grade by the binder course and paving. Since such a substantial depth of base material has already been rendered ineffective, any further concessions to allow the contractor to complete at an early date would surely be unwise.

We would like to have the recommendation of your materials labaratory as to the adequacy of the base course and any corrective measures which they consider necessary to improve the quality of the base course in place.

Should it develop that failure to take proper corrective measures, results in conditions developing similar to those on the north-bound lanes, it would be very difficult for us to justify final acceptance.

We would appreciate your comments regarding your plans.

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[illegible] ENGINEER

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1-5-4(30)204
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1961

SUBJECT: McKenzie R.-Willamette R.
Halsey Interchange-Lane Co. Line

To:

MEMO TO THE FILE

During the late fall of 1960 it was decided to open for traffic the Albany-Eugene Section of the Pacific Freeway. The decision was also made to complete in part the paving of the Springfield spur and necessary portions of the "Q" Street Interchange and the Coburg Road Interchange.

At the time, the contractor, Roy Houck, was set up and was producing AC for the Halsey Interchange-Lane County Line Section. He also had the McKenzie River-Willamette River Job.

In order to accomplish the necessary work listed in Paragraph One above, which would be of great benefit to the roaduser (it has been calculated that these benefits amount to an aggregate total of $7,500 value per day to the roaduser), it was necessary to negotiate with the contractor for the cost of handling AC mix from the setup on the Halsey Interchange-Lane County Line Section. These negotiations involved executing a price agreement with the contractor for the sum of $0.10 per ton-mile for the cost of hauling material from one project to the other. A total of $7,156.37 was spent on this price agreement (less than one day's benefit-value to the user) to haul 4,814 tons of AC from one project to the other.

The second part of the agreement involved the replacement of aggregates used on the McKenzie River-Willamette River Section and originating on the Halsey Interchange-Lane County Line Section. It was agreed at the time that the price agreement was negotiated that the State would pay for replacing materials on the Halsey Interchange-Lane County Line Section from the source for the McKenzie River-Willamette River Section if the contractor ran short of material for finishing the Halsey Interchange-Lane County Line paving.

A re-measure of all paving aggregate available at the source for the Halsey Interchange-Lane County Line Section has been made. The results of this re-measure are listed as follows:

NOTED
FORREST COOPER

Tonnage of AC needed to complete the work	19,000 Tons
Convert tonnage to cubic yards of aggregate (0.8) (19,000)	15,200 Cu. Yds.
Add 5% for allowance	800 Cu. Yds.
Total amount of aggregate needed to complete	16,000 Cu. Yds.
Aggregate on hand from re-measure 4/24/61	11,500 Cu. Yds.
Shortage of aggregate to complete project	4,500 Cu. Yds.
Convert shortage to tons of AC mixture $\frac{4,500}{.8}$	5,620 Tons

Since we "borrowed" 4,814 tons of AC mixture and, further, since the shortage to complete the Halsey-Lane County Line Section is greater than this amount, we are obligated under the terms of the agreement to pay the contractor to haul 4,814 tons less 265 tons representing the weight of the asphalt from the south job to this job.

A price of $0.10 per ton-mile plus $0.20 per ton for loading, unloading, and dozing material into the stockpile is an equitable value for the work. Morgan is forwarding a price agreement to cover this maneuver. Prices have been approved by Juve.

Tom Edwards
Construction Engineer

By

For F. B. Klaboe
Field Construction Engineer

FBK:jw

cc Forrest Cooper ✓
F. D. Morgan
J. D. Walker

RECEIVED
APR 27 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 19 1961
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1961

SUBJECT: Halsey Interchange-Lane Co. Line
Contract No. 5478

To:

MEMO TO THE FILES

The writer of this Memo discussed with Mr. Emrich of the Bureau of Public Roads this date the desirability of placing an inch and a half lift on the northbound lanes on the subject-named job where two-way traffic is currently operating.

These two lanes were completed last fall under adverse conditions in order that traffic might be able to utilize the freeway from Albany to Eugene. It was brought to Mr. Emrich's attention the traffic benefit of some some $7,500 a day which was gained by the traveling public by having this piece of highway opened and that the work had been done with the full knowledge that further work might be required because of the adverse conditions under which some of it was done.

It is estimated that to place a 1½-inch lift with some leveling on the travel lanes and the shoulders will require approximately 15,000 tons of A.C. and he was asked to make an expression of whether he thought this should be done under our existing contract or under a future contract. He thought it would be more advisable to do this under a future contract possibly in 1962 after the southbound lanes have been opened and in operation for a period of time to see if they too would need some refurbishing.

The estimated cost of this work is in the neighborhood of $100,000.

Mr. Emrich wished to discuss this with Mr. Polk before making any firm commitment for Bureau participation. He was advised that the State would do certain maintenance patching during the coming summer to take care of the worst sections.

Coop:- Approval of separate contract recommended
① Hauck does not have rock or crusher on site
② Preliminary work re laying to exact grade will be done on Willamette River-Woodburn contract so that good smooth job can be done on this section

NOTED

Tom Edwards
Construction Engineer

By

L. H. Young
Assistant Construction Engineer

LHY:fp

RECEIVED
MAY 1 1961
OFFICE OF
STATE HIGHWAY ENGINEER

cc Forrest Cooper ✓
J. D. Walker

RECEIVED
APR 20 1961
OFFICE OF
STATE HIGHWAY ENGINEER

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H

November 7, 1960

Oregon State Highway Commission

Gentlemen:

When the Halsey-Sweet Home Interchange-"Q" Street Interchange Section of the Pacific Highway is opened to traffic, two sections will not be up to the final Interstate standards and it is planned to install construction speed zone signs on these sections. The sections and the planned speed zones are as follows:

South of Halsey-Sweet Home Highway Interchange (M.P. 85.00) to the south end of the two-way two-lane section (M.P. 92.25), 50 MPH Construction Speed Zone

From the McKenzie River (M.P. 104.11) to the "Q" Street southbound off ramp (M. P. 107.02), 60 MPH Construction Speed Zone

These zones will be effective as of 10 a.m., November 10.

Your concurrence is requested in the above construction speed zones.

Very truly yours,

W. C. Williams
State Highway Engineer

cc: G. S. Paxson
F. B. Crandall

VPJ:pk ms

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5478

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
October 31, 1960

SUBJECT:

To:

MEMO TO THE FILE

The matter of continued paving on the Albany-Eugene freeway was discussed with the Division Engineer and contractors Roy Houck, Sr., and James Houck in my office this date.

They were advised that no further attempt should be made to pave on the main line this season. They were instructed to construct the crossovers and place the northbound lanes under traffic, using the six mile section from Belts Road to the Halsey Interchange for two-way traffic.

They were instructed further to move the northerly crossover south a sufficient distance to permit full use of all legs of the Halsey Interchange. This will require placing the top lift on approximately 1,500 feet of the southbound lanes. The base lift was placed on this section some time ago.

Work is proceeding on temporary signing, barricades, et cetera looking toward opening this section. It appears that about 5 days' work remain at this time. It is doubtful if the section can be opened this week.

Tom Edwards
Construction Engineer

TE:jw

cc W. C. Williams
Forrest Cooper
G. S. Paxson
C. G. Polk
Gene Huntley
J. D. Walker

RECEIVED
NOV 1 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 31 1960
FOR FILING

5476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1960

SUBJECT: Albany-Eugene Freeway

To: MEMO TO FILE

On October 26, an inspection was made by Edwards, Asburry, and the writer of the freeway project southerly of Halsey Road in Linn and Lane Counties, accompanied by the contractor, Roy Houck.

At that time, the paving work, both base and top, was completed on the northbound lanes of the Halsey Road-Lane County Line Section. The contractor was laying base pavement on the northerly end of the southbound lanes approximately one mile south of the north limits of the job. A decision was reached at that time to continue with paving on the southbound lanes only so long as weather conditions were favorable and subgrade was in suitable condition for paving. It was also decided that as soon as it became apparent that it was no longer feasible to continue paving operations that cutovers would be built at appropriate spots so that traffic could use a "gauntlet" section of approximately six miles in length for a two-way operation to permit opening of the road. That evening the weather reports were extremely unfavorable and the next morning rain was falling. It was decided at that time to shut down any further paving operations pending a bettering of conditions of both weather and subgrade if such should occur.

As of the date of inspection, the northbound lanes appeared to be handling heavy truck traffic with no signs of distress. Construction of gravel shoulders was in progress on the northbound lanes. At that time, the in-and-out bound "Q" Street ramps to Eugene were paved. Shoulder work was progressing between the McKenzie River and Eugene. All bridges necessary for the opening to limited traffic to Eugene were completed. Signing and lighting was not complete.

It was made very clear to the contractor, Mr. Houck, that the continuation of work on the project was contingent upon favorable weather and he signified that he agreed with this concept.

Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

FC:fn
cc Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
OCT [illegible] 1960
FOR FILING
1-5.4 (30) 204

5478

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1960

SUBJECT: Opening Albany-Eugene Freeway

To: MEMO TO FILE

NOTED
W. C. WILLIAMS

Mr. Bob Smith, of the Springfield Chamber of Commerce, called this date with the request that, if and when we pry open the Albany-Eugene Freeway, we hold a short ceremony in the "Q" Street area.

I told Mr. Smith that we still had a fighting chance and that November 1 would probably be as good a day as any. He will confer with me by phone on October 26 to see how the picture looks.

It was suggested that the following people be invited to attend:

W. C. Williams
Forrest Cooper
Tom Edwards
J. D. Walker
F. D. Morgan
Harley E. Mayfield.

It was suggested that the freeway opening be at 10 a.m. if at all.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Contract No 5478

6-16-60 A

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FOR FILING

6-87

Monthly transaction number	For -2A (5-3 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project report number I 5-4(30)204 **11**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Linn**
5478		Project number **I-5-4(30)204**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **August 13**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project	$ **1,913,109**
Revised Federal funds	$ **1,760,000**

Other revisions
None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **16** day of **June**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

June 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission for the Halsey Interchange-Lane County Line Section, Project No. I-5-4(30)204.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

May 27, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Halsey Interchange-Lane County Line Section, Project No. I-5-4(30)204.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

EMC:la

Oregon State Highway Department

Federal Aid
Project No. I-5-4(30)204

HALSEY INTERCHANGE-LANE COUNTY LINE SECTION
OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, May 27, 1960

Type Code P.E.

Preliminary Engineering	All	Required		$ 1,000.00

Type Code 6201
Roadway (Sta. 2008+00 to Sta. 2674+62.46)(Contract No. 5478)

Removal of Bridges	All	Required		$ 2,500.00
Drainage Excavation, Unclassified	30	cu. yds.	$2.50	75.00
General Excavation, Unclassified	14,200	cu. yds.	0.30	4,260.00
8 Inch Concrete Pipe	130	lin. ft.	3.00	390.00
Metal Guard Rail	17,500	lin. ft.	2.40	42,000.00
Guide Posts, Type "W-1"	400	only	4.25	1,700.00
Guide Posts, Type "Y-2"	160	only	6.00	960.00
Guide Posts, Type "Y-3"	4	only	10.00	40.00
Type 2 Fence	90	rods	10.00	900.00
10' x 48" Metal Gates	1	only	150.00	150.00
1½ Inch Electrical Conduit	380	lin. ft.	2.50	950.00
1½ Inch Galvanized Water Pipe	380	lin. ft.	2.00	760.00
Concrete Curbs	40	cu. yds.	70.00	2,800.00
Concrete Inlets, Type "CG"	4	only	75.00	300.00
Course Crushed Material in Base	828,400	tons	1.12	927,808.00
3/4" - 0 Material in Base	87,000	tons	1.12	97,440.00
Sprinkling	17,300	M-gal.	2.00	34,600.00
Preparation of Base	All	Required		5,000.00
3/4" - 0 Material in Binder Course	4,400	cu. yds.	2.50	11,000.00
Furnishing and Placing Aggregates	12,000	cu. yds.	3.00	36,000.00
RC-3 Asphalt	700	tons	40.50	28,350.00
120-150 Asphalt	920	tons	38.00	34,960.00
RS-1 Asphalt	290	tons	40.00	11,600.00
Asphaltic Concrete Mixture	93,200	tons	3.20	298,240.00
85-100 Asphalt in Mixture	5,590	tons	31.25	174,687.50
Asphaltic Concrete Traffic Markers	1,000	lin. ft.	0.75	750.00
				$1,718,220.50
Flagging (57½% of Contractors Cost)	All	Required		1,000.00
				$1,719,220.50

Type Code Y002

Signing (2008+00 to Sta. 2674+61.46)(Contract No. 5669)

Furnish 8" BP 36# Piling	545 lin. ft.	$3.17	$ 1,727.65
Drive Steel Piling	26 only	39.09	1,016.34
Metal Sign Posts	All Required (25%)		675.39
Wood Sign Posts	All Required (25%)		584.64
Type "A" Signs in Place	909.3 sq. ft.	8.05	7,319.87
Type "B" Signs in Place	498 sq. ft.	8.31	4,138.38
Type "C" & "D" Signs in Place	584 sq. ft.	4.85	2,832.40
Type "E", "F" & "G" Signs in Place	107.8 sq. ft.	6.12	659.74
Type "J" Signs in Place	12.8 sq. ft.	8.32	106.50
			$ 19,060.91

Subtotal	$1,738,281.41
10% Engr. & Cont.	173,827.59
Total	$1,912,109.00

Length of Roadway	12.517 miles
Length of 11 Structures	0.108 miles
Total length	12.625 miles
Cost of Roadway per Mile	$152,760.96

SUMMARY OF FUND

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 900.00	$ 100.00
Roadway	1,912,109.00	1,759,100.00	153,009.00
	$1,913,109.00	$1,760,000.00	$153,109.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529; Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-4(30)204

HALSEY INTERCHANGE-LANE COUNTY LINE SECTION
OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 3, 1959

Type Code P. E.

Preliminary Engineering	All	Required		$1,000.00

Type Code 6201
Roadway (Sta. 2008+00 to Sta. 2674+61.46)

Removal of Bridges	All	Required		$2,000.00
Drainage Excavation, Unclassified	30	cu. yds.	$3.00	90.00
General Excavation, Unclassified	14,200	cu. yds.	.40	5,680.00
8-inch Concrete Pipe	130	lin. ft.	2.00	260.00
Metal Guard Rail	17,500	lin. ft.	2.75	48,125.00
Guide Posts, Type "W-1"	400	only	5.00	2,000.00
Guide Posts, Type "Y-2"	160	only	5.50	880.00
Guide Posts, Type "Y-3"	4	only	6.50	26.00
Type 2 Fence	90	rods	7.50	675.00
10' x 48" Metal Gates	1	only	85.00	85.00
1½-inch Electrical Conduit	380	lin. ft.	1.75	665.00
1½-inch Galvanized Water Pipe	380	lin. ft.	1.50	570.00
Concrete Curbs	40	cu. yds.	45.00	1,800.00
Concrete Inlets, Type "GB"	4	only	90.00	360.00
Coarse Crushed Material in Base	828,400	tons	1.40	1,159,760.00
3/4" - 0 Material in Base	87,000	tons	1.50	130,500.00
Sprinkling	17,300	M-gals.	2.50	43,250.00
Preparation of Base	All	Required		5,000.00
3/4" - 0 Material in Binder Course	4,400	cu. yds.	3.00	13,200.00
Furnishing and Placing Aggregates	12,000	cu. yds.	3.00	36,000.00
RC-3 Asphalt	700	tons	40.00	28,000.00
120-150 Asphalt	920	tons	38.00	34,960.00
RS-1 Asphalt	290	tons	40.00	11,600.00
Asphaltic Concrete Mixture	93,200	tons	3.00	279,600.00
85-100 Asphalt in Mixture	5,590	tons	36.00	201,240.00
Asphaltic Concrete Traffic Markers	1,000	lin. ft.	1.00	1,000.00
				$2,007,326.00
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
		Subtotal		$2,008,326.00
		10% Engr. & Cont.		200,832.60
				$2,209,158.60

Length of Roadway	12.517 Miles
Length of 11 Structures	0.108 Mile
Total Length	12.625 Miles
Cost of Roadway per Mile	$176,492.65

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 900.00	$ 100.00
Roadway	$2,209,158.60	2,040,100.00	169,058.60
	$2,210,158.60	$2,041,000.00	$169,158.60

Oregon State Highway Department

Federal Aid
Project No. I-5-4(30)204

HALSEY INTERCHANGE-LANE COUNTY LINE SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 30, 1959

Type Code P. E.

Preliminary Engineering	All	Required	$	$ 1,000.00

Type Code 6201
Roadway (Sta. 2008+00 to Sta. 2674+61.46)

Removal of Bridges	All	Required	$	$ 2,000.00
Drainage Excavation, Unclassified	30	cu. yds.	3.00	90.00
General Excavation, Unclassified	14,200	cu. yds.	0.40	5,680.00
8-inch Concrete Pipe	130	lin. ft.	2.00	260.00
Metal Guard Rail	17,500	lin. ft.	2.75	48,125.00
Guide Posts, Type "W-1"	400	only	5.00	2,000.00
Guide Posts, Type "Y-2"	160	only	5.50	880.00
Guide Posts, Type "Y-3"	4	only	6.50	26.00
Type 2 Fence	90	rods	7.50	675.00
10' x 48" Metal Gates	1	only	85.00	85.00
1¼-inch Electrical Conduit	380	lin. ft.	1.75	665.00
1¼-inch Galvanized Water Pipe	380	lin. ft.	1.50	570.00
Concrete Curbs	40	cu. yds.	45.00	1,800.00
Concrete Inlets, Type "GB"	4	only	90.00	360.00
Coarse Crushed Material in Base	828,400	tons	1.40	1,159,760.00
3/4" - 0 Material in Base	87,000	tons	1.50	130,500.00
Sprinkling	17,300	M-gal.	2.50	43,250.00
Preparation of Base	All	Required		5,000.00
3/4" - 0 Material in Binder Course	4,400	cu. yds.	3.00	13,200.00
Furnishing and Placing Aggregates	12,000	cu. yds.	3.00	36,000.00
RC-3 Asphalt	700	tons	40.00	28,000.00
120-150 Asphalt	920	tons	38.00	34,960.00
RS-1 Asphalt	290	tons	40.00	11,600.00
Asphaltic Concrete Mixture	93,200	tons	3.35	312,220.00
85-100 Asphalt in Mixture	5,590	tons	36.00	201,240.00
Asphaltic Concrete Traffic Markers	1,000	lin. ft.	1.00	1,000.00
				$2,039,946.00
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
	Subtotal			$2,040,946.00
	10% Engr. & Cont.			204,094.60
		Total		$2,245,040.60

Length of Roadway - - - - - 12.517 Miles
Length of 11 Structures - - 0.108 Mile
Total Length- - - - - - - - 12.625 Miles
Cost of Roadway Per Mile- - $179,359.31

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engrg.	$ 1,000.00	$ 900.00	$ 100.00
Roadway	2,245,040.60	2,073,100.00	171,900.60
	$2,246,040.60	$2,074,000.00	$172,040.60

Oregon State Highway Department

Federal Aid
Project No. I-5-4(30)204

HALSEY INTERCHANGE LANE COUNTY LINE SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, March 25, 1960

Type Code P. E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code 6201
Roadway (Sta. 2008+00 to Sta. 2674+61.46)(Contract No. 5478)

Removal of Bridges	All	Required		$ 2,500.00
Drainage Excavation, Unclassified	30	cu. yds.	$ 2.50	75.00
General Excavation, Unclassified	14,200	cu. yds.	0.30	4,260.00
8-inch Concrete Pipe	130	lin. ft.	3.00	390.00
Metal Guard Rail	17,500	lin. ft.	2.40	42,000.00
Guide Posts, Type "W-1"	400	only	4.25	1,700.00
Guide Posts, Type "Y-2"	160	only	6.00	960.00
Guide Posts, Type "Y-3"	4	only	10.00	40.00
Type 2 Fence	90	rods	10.00	900.00
10' x 48" Metal Gates	1	only	150.00	150.00
1¼-inch Electrical Conduit	380	lin. ft.	2.50	950.00
1½-inch Galvanized Water Pipe	380	lin. ft.	2.00	760.00
Concrete Curbs	40	cu. yds.	70.00	2,800.00
Concrete Inlets, Type "GB"	4	only	75.00	300.00
Coarse Crushed Material in Base	828,400	tons	1.12	927,808.00
3/4" - 0 Material in Base	87,000	tons	1.12	97,440.00
Sprinkling	17,300	M-gals.	2.00	34,600.00
Preparation of Base	All	Required		5,000.00
3/4" - 0 Material in Binder Course	4,400	cu. yds.	2.50	11,000.00
Furnishing and Placing Aggregates	12,000	cu. yds.	3.00	36,000.00
RC-3 Asphalt	700	tons	40.50	28,350.00
120-150 Asphalt	920	tons	38.00	34,960.00
RS-1 Asphalt	290	tons	40.00	11,600.00
Asphaltic Concrete Mixture	93,200	tons	3.20	298,240.00
85-100 Asphalt in Mixture	5,590	tons	31.25	174,687.50
Asphaltic Concrete Traffic Markers	1,000	lin. ft.	0.75	750.00
				$1,718,220.50
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
				$1,719,220.50

Type Code X002
Signing (2008+00 to Sta. 2674+61.46)

Furnish 8" BP 36# Piling	545	lin. ft.	$ 5.00	$ 2,725.00
Drive Steel Piling	26	only	70.00	1,820.00
Metal Sign Posts	All	Required (25%)		1,775.00
Wood Sign Posts	All	Required (25%)		1,750.00
Type "A" Signs in Place	909.3	sq. ft.	8.00	7,274.40
Type "B" Signs in Place	498	sq. ft.	8.00	3,984.00
Type "C" & "D" Signs in Place	584	sq. ft.	5.00	2,920.00
Type "E", "F" & "G" Signs in Place	107.8	sq. ft.	5.75	619.85
Type "J" Signs in Place	12.8	sq. ft.	10.00	128.00
				$ 22,996.25

Subtotal	$1,742,216.75
10% Engr. & Cont.	174,220.25
Total	$1,916,437.00

Length of Roadway . . . . 12.517 Miles
Length of 11 Structures . . . . 0.108 Miles
Total Length. . . . . 12.625 Miles
Cost of Roadway Per Mile. $153,106.73

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 900.00	$ 100.00
Roadway	1,916,437.00	1,768,000.00	148,437.00
	$1,917,437.00	$1,768,900.00	$148,537.00

	Total Cost	Federal Funds
Project Agreement	$1,892,142.55	$1,747,000.00
PS&E	24,294.45	21,000.00
	$1,916,437.00	$1,768,000.00

[illegible] 5478 8-12-59

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AUG 11 1959
FOR FILING
8-63

Monthly Transaction No.	Form 2 (9-12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ce Oregon
Project Report No. I-5-4(30)204 8	**FEDERAL-AID PROJECT AGREEMENT**	County Linn
		Project No. I-5-4(30)204

5478

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

South end I-5-4(26)216 to Lane Co. Line.
(Halsey Interchange-Lane Co. Line Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	4-1-59	----
Rights-of-Way		
Construction	4-17-59	12.6
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 1,892,143	Federal funds $ 1,747,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
Deputy State Highway Engineer
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer August 13, 1959

USComm-DC 40257

August 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Department
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Halsey Interchange-Lane County Line Section, Project No. I-5-4(30)204.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

August 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Department
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Halsey Interchange-Lane County Line Section, Project No. I-5-4(30)204.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

July 31, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Halsey Interchange-Lane County Line Section, Project No. I-5-4(30)204.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:br

Oregon State Highway Department

Federal Aid
Project No. I-5-4(30)204

HALSEY-INTERCHANGE LANE COUNTY LINE SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 30, 1959

Type Code P.E.

Preliminary Engineering	All Required		$1,000.00

Type Code 6201
Roadway (Sta. 2008+00 to Sta. 2674+61.46) (Contract No. 5478)

Removal of Bridges	All Required		$2,500.00
Drainage Excavation, Unclassified	30 cu. yds.	$2.50	75.00
General Excavation, Unclassified	14,200 cu. yds.	.30	4,260.00
8-inch Concrete Pipe	130 lin. ft.	3.00	390.00
Metal Guard Rail	17,500 lin. ft.	2.40	42,000.00
Guide Posts, Type "W-1"	400 only	4.25	1,700.00
Guide Posts, Type "Y-2"	160 only	6.00	960.00
Guide Posts, Type "Y-3"	4 only	10.00	40.00
Type 2 Fence	90 rods	10.00	900.00
10' x 48" Metal Gates	1 only	150.00	150.00
1¼-inch Electrical Conduit	380 lin. ft.	2.50	950.00
1½-inch Galvanized Water Pipe	380 lin. ft.	2.00	760.00
Concrete Curbs	40 cu. yds.	70.00	2,800.00
Concrete Inlets, Type "GB"	4 only	75.00	300.00
Course Crushed Material in Base	828,400 tons	1.12	927,808.00
3/4" - 0 Material in Base	87,000 tons	1.12	97,440.00
Sprinkling	17,300 M-gals.	2.00	34,600.00
Preparation of Base	All Required		5,000.00
3/4" - 0 Material in Binder Course	4,400 cu. yds.	2.50	11,000.00
Furnishing and Placing Aggregates	12,000 cu. yds.	3.00	36,000.00
RC-3 Asphalt	700 tons	40.50	28,350.00
120-150 Asphalt	920 tons	38.00	34,960.00
RS-1 Asphalt	290 tons	40.00	11,600.00
Asphaltic Concrete Mixture	93,200 tons	3.20	298,240.00
85-100 Asphalt in Mixture	5,590 tons	31.25	174,687.50
Asphaltic Concrete Traffic Markers	1,000 lin. ft.	.75	750.00
			$1,718,220.50
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$1,719,220.50
	10% Engr. & Cont.		171,922.05
	Total		$1,891,142.55

Length of Roadway	12.517 Miles
Length of 11 Structures	0.108 Mile
Total Length	12.625 Miles
Cost of Roadway per Mile	$151,085.92

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 900.00	$ 100.00
Roadway	1,891,142.55	1,746,100.00	145,042.55
	$ 1,892,142.55	$1,747,000.00	$145,142.55

State Funds for Construction: Chap. 175, Laws 1917
Chap. 31, Laws 1920
Chap. 529, Laws 1939

State Funds for Maintenance: Chap. 529, Laws 1939

Retained in Program Status:

Work: Traffic Signs

Federal Funds: $50,000.00

RECEIVED
MAY 25 1960
FOR FILING

I 5-4(30)204

5478

May 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the removal of soft, unstable areas in the subgrade on the Halsey Interchange-Lane County Line Section of the Pacific Highway in Linn County, Contract No. 5478, in connection with Federal Aid Project No. I-5-4(30)204.

This work is necessary to stabilize areas in the subgrade which have proven to be soft and unstable under hauling surfacing materials.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:sw
Encl.

RECEIVED
MAY 3 - 1960
FOR FILING
I-5-4(30)204
5478

May 2, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the construction of drainage ditches on the Halsey Interchange-Lane County Line Section of the Pacific Highway in Linn County, Contract No. 5478, in connection with Federal Aid Project No. I-5-4(30)204.

This work is necessary to drain depressions outside of the work area, which collect and back up water, which is damaging to adjacent property. The depressions were not obvious as a source of damage during initial stages of construction.

This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
JAN 22 1960
FOR FILING

[illegible]

5478

January 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering button reflectors on guide posts on the Halsey Interchange-Lane County Line Section of the Pacific Highway in Linn County, Contract No. 5478, in connection with Federal Aid Project No. I-5-4(30)204.

This order is to eliminate the contractor's option to use reflectorised sheeting on guide posts and to reimburse him for extra costs in placing the button reflectors on the posts. Material costs will be the same for either method, but the supplier will not place the buttons on the posts as he would the sheeting. The use of the buttons is in accordance with present specifications.

This change has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

DBP:bb

Enc.

RECEIVED
NOV -5 1959
FOR FILING

Form E-61—25M—1-59

O GON STATE HIGHWAY DEPARTM T
Materials Division

LABORATORY REPORT

I 5-4(30)204

Project Halsey Interchange - Lane Co. Line
Highway Pacific
Contractor 5478 R.L. Houck Sons Corp.
Contract No. 5478
Submitted by S.P. Walters
* 204

Prefix No. 622-1069
County Linn
F. A. Project No. I-5-4(30)*
Date reported Nov. 4,1959

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material 500' west of Sta. 2617 (Miller Pit)
Sampled at #1 Sta. 2495
To be used Base Surfacing
Sampled by S.P. Walters
Date received Nov. 3,1959
Quantity represented 15000

TEST RESULTS

Laboratory No. 504307
Data Sheet No. A52574
Type of material Cr. Gr. 1½ - 0
Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	1.4	1.4	
1	10.8	12.2	
¾	13.8	26.0	
½	17.9	43.9	
¼	14.7	58.6	
10	15.6	74.2	
40	10.4	84.6	
80	9.7	94.3	
200	3.2	97.5	
Pass	2.5	2.5	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 0 %
Manufactured fines %
Degraded material %
Liquid limit: Natural fines 24 %
Manufactured fines %
Degraded material %
Fracture OK %
Sand equivalent
*Correctional samples

Date sampled

RECOMMENDATIONS

Material as represented by this sample ......is...... suitable for use.

TEST REPORT DISTRIBUTION:
- x Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Requisition Office
- x Division Engineer Walker
- x Resident Engineer Walters
- Dist. Maint. Sup't
- Foreman
- x Geology and Soils
- x Files
- x Fretwell
- x Houck

State Printing 17089

G W Harris
Engineer of Materials

RECEIVED
JUL 15 1959
FOR FILING

I 5 4 (30) 204

54-15

July 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 8, 1959, on Contract No. 5478, Halsey Interchange-Lane County Line Section, in Linn County, in connection with Federal Aid Project No. I-5-4(30)204.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
JUN 23 1959
FOR FILING

I-5-4(30)204

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 23, 1959

5478 — Roy L. Houck Sons' Corporation
1585 North 20th Street
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5478, awarded May 28, 1959, for paving the Halsey Interchange-Lane County Line Section of Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUL - 1 1959

FOR FILING
I-5-4(30)204

5478

June 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Halsey Interchange-Lane County Line Section of the Pacific Highway in Linn County, Contract No. 5478, in connection with Federal Aid Project No. I-5-4(30)204.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Asst. State Highway Engineer

DBP:bb

Enc.

RECEIVED
MAY [illegible] 1959
FOR FILING

5478

May 28, 1959

Roy L. Houck Sons' Corporation
1585 N. 20th
Salem, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 awarded to you State Highway Contract No. 5478 for paving on the Halsey-Interchange - Lane County Line Section of the relocated Pacific Highway in Linn County.

This award was based on your bid of $1,718,220.50, which was the low bid submitted to the Commission on May 5, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC

RECEIVED

When replying, refer to:
08-35.4-0

I 5-4 (30) 204
5478

408 State Highway Bldg.
Salem, Oregon

May 28, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5478 for Oregon Project I-5-4(30)204, Halsey Interchange-Lane County Line Section of the Pacific Highway, to Roy L. Houck Sons Corporation of Salem, Oregon, low bidder in the amount of $1,718,220.50, at the May 5, 1959 bid opening.

Very truly yours,

C. G. Falk
Division Engineer

Orig [illegible]

X

RECEIVED
1959
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

I-5-4(30)204

When replying, refer to
08-35.4

5478

April 17, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(30)204, Halsey Interchange-Lane County Line Section, Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

CG Polk

C. G. Polk
Division Engineer

RECEIVED
APR 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

S-397(3) E. Unit, Foothills Dr. Sec. 1959
of Foothills Dr. Rd. (Grad.
#5479 & Oiling)

Contract No. 5479 1-20-60 P

Monthly transaction number RECEIVED 1162	F PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project report number FOR FILING	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Malheur**
5479		Project number **S-397(3)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 1, 1959, is hereby modified as follows:

Revised estimated total cost of project $ 75,690.00

Revised Federal funds $ 46,519.00

Other revisions **None**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20 day of January, 1960.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway department)

By Forrest Cooper

~~Deputy~~ **State Highway Engineer**
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By **C. G. Polk**
Division Engineer

By: R.C.Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

January 19, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the East Unit, Foothills Drive Section, Project No. S-397(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

RHC:em

RECEIVED
JUL [illegible]
FOR [illegible]

[illegible] No 5479

7-1-59 A

Monthly Transaction No. 7-4	For[illegible]-2 (9-1[illegible] 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]te Oregon
Project Report No. S-397 3(3)	**FEDERAL-AID PROJECT AGREEMENT**	County Malheur
		Project No. S-397(3)

5479

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From east end S-397(2) easterly and southerly to Jc. F.A. 5 (East Unit, Foothills Drive Section) on County Road

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction		
Other *(Specify)*	3-26-59	2.6

FUNDS

Estimated total cost of project $ 73,579	Federal funds $ 45,500

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. A. Stewart

~~Acting~~ **State Highway Engineer**
(title)

By ______________________

(title)

By ______________________

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer July 1, 1959

USComm-DC 40257

June 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the E. Unit, Foothills Drive Section, Project No. S-397(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

RNC:mfh

R. L. Porter
Office Engineer

June 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the E. Unit, Foothills Drive Section, Project No. S-397(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid Secondary
Project No. S-397(3)

EAST UNIT, FOOTHILLS DRIVE SECTION OF THE FOOTHILLS DRIVE IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 10, 1959

Type Code 5231
Roadway (Sta. 222+00 to Sta. 360+60)(Contract No. 5479)

Clearing and Grubbing	All	Required	$	$ 4,000.00
Drainage Excavation, Unclassified	70	cu. yds.	4.00	280.00
Special Borrow Excavation, Unclassified	14,800	cu. yds.	0.40	5,920.00
General Excavation, Unclassified	6,400	cu. yds.	0.40	2,560.00
Short Overhaul	72,200	yd. sta.	0.02	1,444.00
Long Overhaul	600	C-yd.sta.	0.50	300.00
Finishing Roadbed and Slopes	2.58	miles	400.00	1,032.00
10-inch Corrugated Metal Pipe	12	lin. ft.	4.00	48.00
18-inch Corrugated Metal Pipe	66	lin. ft.	5.00	330.00
12-inch Concrete Pipe	220	lin. ft.	2.40	528.00
15-inch Concrete Pipe	18	lin. ft.	4.00	72.00
18-inch Concrete Pipe	160	lin. ft.	5.00	800.00
36-inch Concrete Pipe	56	lin. ft.	14.00	784.00
Metal Guard Rail	220	lin. ft.	5.00	1,100.00
Selected Roadbed Topping	20,100	tons	0.70	14,070.00
3/4" - 0 Material in Leveling Course	4,000	tons	2.40	9,600.00
Sprinkling	1,600	M-gal.	2.00	3,200.00
Preparation of Base	2.58	miles	200.00	516.00
3/4" - 0 Material in Binder Course	300	cu. yds.	3.00	900.00
Furnishing and Placing Aggregates	1,600	cu. yds.	4.00	6,400.00
MC-2 Asphalt	50	tons	53.00	2,650.00
120-150 Asphalt	120	tons	51.00	6,120.00
RS-1 Asphalt	36	tons	51.00	1,836.00
Extra for Oiling Approaches	22	only	25.00	550.00
				$ 65,040.00
Flagging (57½% of Contractor's Cost)	All	Required		250.00
Signing (Temporary)	All	Required		400.00
Signing (Permanent)	All	Required		1,200.00
	Subtotal			$ 66,890.00
	10% Engr. & Cont.			6,689.00
			Total	$ 73,579.00

Length of Roadway - - - - - - - - - - 2.578 Miles
Length of 1 Structure - - - - - - - - 0.047 Mile (Exception)
Total Length- - - - - - - - - - - - - 2.625 Miles
Cost of Roadway Per Mile- - - - - - $28,541.11

Federal Funds	$ 45,500.00
State Funds	14,039.50
County Funds	14,039.50
	$ 73,579.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Const.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Malheur County with the Highway Department.

January 4, 1960

Malheur County Court
Courthouse
Vale, Oregon

FAS 825
File

Gentlemen:

Final costs are now available on Contract No. 5287 for the Vale Unit, Vale-Grand Avenue Section and the West Unit, Foothills Drive Section of FAS 515 and 825, and on Contract No. 5472 for the East Unit, Foothills Drive Section of FAS 825. As shown in the attached cost statements, a balance of $3,133.82 is due the state in connection with Contract No. 5287 and a refund of $499.08 is due the county in connection with Contract No. 5472. This results in a net balance due the state of $2,634.74 for both contracts.

You will receive a billing form from our accounting division for the above amount within the next few days. Please make payment upon receipt of this billing form.

If you have any questions on this matter, please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT
INVOICE

INVOICE NUMBER [illegible] 63260

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12/31/59	CO 547		[illegible]

[illegible] County
[illegible], Oregon

Attn: County Court

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
C. G. SWENSON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: [illegible]			
Original advance deposit		[illegible]	
Less amount previously transferred		[illegible]	
Balance in advance deposit			[illegible]
County share total cost as per attached statement		[illegible]	
Less amount previously transferred		[illegible]	
Balance			[illegible]
To be retained			$ [illegible]

RECEIVED
JAN 1 1960
ENGINEER
COUNTY & CITY RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_______________

By _______________

A 150X (REVISED 12-59)

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS DATE: 12/31/59

County Malheur Contract No. 5477 Date Completed 7/16/59

FAS 605 Section East Unit, Foothills Drive

PAYMENTS TO CONTRACTOR

Item	Total Cost
Payments to contractor as per attached tabulation.	$69,456.83
Signing.	143.93
Construction engineering	5,920.08
TOTAL CONSTRUCTION COSTS.	$75,520.84
FEDERAL FUNDS COLLECTED FOR PROJECT . .	$46,519.00

AGREED COUNTY SHARE OF TOTAL COSTS

50% of difference between total costs and federal funds

($75,520.84 - $46,519) X 1/2 = $14,500.92

County advance deposit	$15,000.00
Less County share costs	14,500.92
REFUND DUE COUNTY.	$ 499.08

JFH:mm

Form A20x1—1086—5-50

STATE OF OREGON, To Babler [illegible], [illegible], Dr.

County Malheur

Postoffice address Portland, Oregon

Highway Foothills Drive County Road

Work done to July 16, 1959

Contract No. 5479

Section E. Unit, Foothills Drive

Prefix No. 523-1085-201(41)

Estimate No. 5 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	4000.00	100%	4,000.00	4,000.00	-
2. Drainage excav., unclass.	c.y.	4.00	87.58	350.32	350.32	-
3. Special borrow excav., unclass.	c.y.	.40	17,772	7,108.80	7,120.36	-11.56
4. General excav., unclass.	c.y.	.40	6,288	2,515.20	2,515.20	-
5. Short overhaul	yd. sta.	.02	95,943	1,918.86	1,918.86	-
6. Long overhaul	C-yd. sta.	.50	979.6	489.80	489.80	-
7. Finish. roadbed and slopes	mile	400.00	2.57	1,028.00	1,028.00	-
8. 10" corr. metal pipe	l.f.	4.00	66	264.00	264.00	-
9. 18" corr. metal pipe	l.f.	5.00	78	390.00	390.00	-
10. 12" concrete pipe	l.f.	2.40	318	763.20	763.20	-
11. 15" concrete pipe	l.f.	4.00	12	48.00	48.00	-
12. 18" concrete pipe	l.f.	5.00	111	555.00	555.00	-
13. 36" concrete pipe	l.f.	14.00	54	756.00	756.00	-
14. Metal guard rail	l.f.	5.00	200	1,000.00	1,000.00	-
15. Selected roadbed topping	ton	.70	20,569.6	14,398.72	14,398.72	-
16. 3/4"-0 mat. in leveling cr.	ton	2.40	3,731.79	8,956.30	8,956.30	-
17. Sprinkling	M/gal.	2.00	1,980.3	3,960.60	3,960.60	-
18. Preparation of base	mile	200.00	2.57	514.00	514.00	-
19. 3/4"-0 mat. in binder cr.	c.y.	3.00	330	990.00	990.00	-
20. Furn. & plac. aggregates	c.y.	4.00	1,915	7,660.00	7,660.00	-
21. MC-2 asphalt	ton	53.00	49.45	2,620.85	2,620.85	-
22. 120-150 asphalt	ton	51.00	117.28	5,981.28	5,981.28	-
23. RS-1 asphalt	ton	51.00	34.42	1,755.42	1,755.42	-
24. Extra for oiling approaches	each	25.00	33	825.00	825.00	-
25. Remove and reset mail boxes	each	10.00	6	60.00	60.00	-
Force Account				547.48	547.48	-
		Totals		69,456.83	69,468.39	-11.56

Audited and approved by

Section E. Unit, Foothills Drive   Prefix No. 523-1085-201(41)   Estimate No. 5 Final

ITEM	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Clearing and grubbing	all	4000.00	100%	4,000.00	4,000.00	-
2. Drainage excav., unclass.	c.y.	4.00	87.58	350.32	350.32	-
3. Special borrow excav., unclass.	c.y.	.40	17,772	7,108.80	7,120.36	-11.56
4. General excav., unclass.	c.y.	.40	6,288	2,515.20	2,515.20	-
5. Short overhaul	yd. sta.	.02	95,943	1,918.86	1,918.86	-
6. Long overhaul	C-yd. sta.	.50	979.6	489.80	489.80	-
7. Finish. roadbed and slopes	mile	400.00	2.57	1,028.00	1,028.00	-
8. 10" corr. metal pipe	l.f.	4.00	66	264.00	264.00	-
9. 18" corr. metal pipe	l.f.	5.00	78	390.00	390.00	-
10. 12" concrete pipe	l.f.	2.40	318	763.20	763.20	-
11. 15" concrete pipe	l.f.	4.00	12	48.00	48.00	-
12. 18" concrete pipe	l.f.	5.00	111	555.00	555.00	-
13. 36" concrete pipe	l.f.	14.00	54	756.00	756.00	-
14. Metal guard rail	l.f.	5.00	200	1,000.00	1,000.00	-
15. Selected roadbed topping	ton	.70	20,569.6	14,398.72	14,398.72	-
16. 3/4"-0 mat. in leveling cr.	ton	2.40	3,731.79	8,956.30	8,956.30	-
17. Sprinkling	M/gal.	2.00	1,980.3	3,960.60	3,960.60	-
18. Preparation of base	mile	200.00	2.57	514.00	514.00	-
19. 3/4"-0 mat. in binder cr.	c.y.	3.00	330	990.00	990.00	-
20. Furn. & plac. aggregates	c.y.	4.00	1,915	7,660.00	7,660.00	-
21. RC-2 asphalt	ton	53.00	49.45	2,620.85	2,620.85	-
22. 120-150 asphalt	ton	51.00	117.28	5,981.28	5,981.28	-
23. RS-1 asphalt	ton	51.00	34.42	1,755.42	1,755.42	-
24. Extra for oiling approaches	each	25.00	33	825.00	825.00	-
25. Remove and reset mail boxes	each	10.00	6	60.00	60.00	-
Force Account				547.48	547.48	-

		Total Amount To Date	Previous Amount	Present Amount
Audited and approved by	Totals	69,456.83	69,468.39	-11.56
Period covered To 7/16/59	0 % Retained	-	2,084.05	2,084.05
Items Cont. 5479 Est. 5 Final	Total Payments	69,456.83	67,384.34	2,072.49

Computed by C. Palmer   Checked by   To be paid contractors, this estimate, $ 2,072.49

ko

Engineer Loren A. Weber

Previous Voucher No. 82517

State Printing

A

RECEIVED
1960

W. C. Williams

NOTED
W. C. WILLIAMS

December 28, 1959

E. Unit, Foothills Drive
Contract No. 5479

1-397(3)

5479

FINAL COST ANALYSIS
Grading and Oiling
Contractor: Babler Bros. Inc.
Resident Engineer: Loren A. Weber

Foothills Drive
Prefix No. 523-1085

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Clearing & Grubbing	100%	All	4,000.00	1,235.49	1,235.49	4,000.00
2. Drainage Excav., Unclass.	87.58	Cu. Yd.	4.00	5.39	472.20	350.32
3. Special Borrow Excav., Unclass.	17,772	Cu. Yd.	0.40	0.38	6,722.14	7,108.80
4. General Excav., Unclass.	6,288	Cu. Yd.	0.40	0.38	2,377.14	2,515.20
5. Short Overhaul	95,943	Yd. Sta.	0.02	0.01	871.80	1,918.86
6. Long Overhaul	979.6	C-Yd. Sta.	0.50	0.23	222.54	489.80
7. Finish R.B. & Slopes	2.57	Mile	400.00	73.37	188.57	1,028.00
8. 10" Corr. Metal Pipe	66	Lin. Ft.	4.00	3.28	217.03	264.00
9. 18" Corr. Metal Pipe	78	Lin. Ft.	5.00	4.50	351.03	390.00
10. 12" Concrete Pipe	318	Lin. Ft.	2.40	2.27	724.12	763.20
11. 15" Concrete Pipe	12	Lin. Ft.	4.00	3.38	40.57	48.00
12. 18" Concrete Pipe	111	Lin. Ft.	5.00	4.25	471.54	555.00
13. 36" Concrete Pipe	54	Lin. Ft.	14.00	11.97	646.70	756.00
14. Metal Guard Rail	200	Lin. Ft.	5.00	3.86	772.32	1,000.00
15. Selected R.B. Topping	20,569.6	Ton	0.70	0.63	12,869.50	14,398.72
*16. 3/4"-0 Mat'l in level Crse.	3,731.79	Ton	2.40	2.28	8,524.63	8,956.30
17. Sprinkling	1,980.3	M/Gal.	2.00	0.91	1,799.07	3,960.60
18. Preparation of Base	2.57	Mile	200.00	24.18	62.15	514.00
*19. 3/4"-0 Mat'l in Binder Crse.	330	Cu. Yd.	3.00	2.80	923.08	990.00
*20. Furnish & Place Aggregates	1,915	Cu. Yd.	4.00	3.73	7,142.21	7,660.00
21. MC-2 Asphalt	49.45	Ton	53.00	51.19	2,531.61	2,620.85
22. 120-150 Asphalt	117.28	Ton	51.00	49.34	5,786.16	5,981.28

FINAL COST ANALYSIS CONT'D
Contract No. 5479 - E.Unit, Foothills Drive

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
23. RS-1 Asphalt	34.42	Ton	51.00	51.05	1,757.21	1,755.42
24. Extra for Oiling Approaches	33	Each	25.00	15.35	506.85	825.00
25. Remove and reset mail boxes	6	Each	10.00	6.14	36.86	60.00
Force Account (Labor, Equip., & Mat'l)					396.76	452.85
Force Account (State participation in Flagging)						94.63
					57,743.91	69,456.83

Gross Revenue	$ 69,456.83
Total Cost	57,743.91
Net Profit	$ 11,712.92

Net Profit equals 16.86% of Gross Revenue

* N.A. Toole Construction Co, (in part)

DETAIL OF COSTS - Contract No. 5479

Labor:				
Labor			$ 13,768.57	
Labor Insurance			1,009.21	
Health and Welfare			330.34	
Pension			17.17	$ 15,125.29
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental, Owned			12,152.75	
Equipment Rental, Hired - without operator			5,384.22	
Gas, Oil, and Grease			2,159.24	
Bond			316.12	
Home Office and General Overhead			1,010.81	
P.L. and P.D. Insurance			196.88	
Small Tools and Miscellaneous Supplies			639.37	21,859.39
Materials:				
10" Corr.Metal Pipe	66 Lin.Ft.	@ $1.87	123.28	
10" Corr.Metal Bands	4 Each	@ $1.41	5.63	
18" Corr.Metal Pipe	78 Lin.Ft.	@ $3.31	258.18	
18" Corr.Metal Bands	3 Each	@ $3.31	9.93	
12" Concrete Pipe	318 Lin.Ft.	@ $1.93	614.10	
15" Concrete Pipe	12 Lin.Ft.	@ $2.22	26.64	
18" Concrete Pipe	111 Lin.Ft.	@ $2.83	314.13	
36" Concrete Pipe	54 Lin.Ft.	@ $8.12	438.48	
Metal Guardrail incl.nuts & Bolts	200 Lin.Ft.	@ $1.20	240.75	
Post, Wood, Guardrail	22 Each	@ $6.33	139.26	
MC-2 Asphalt	49.45 Ton	@ $25.65	1,268.39	
Freight on MC-2	49.45 Ton	@ $17.05	843.29	
120-150 Asphalt	117.28 Ton	@ $23.40	2,744.35	
Freight on 120-150	117.28 Ton	@ $17.50	2,052.22	
RS-1 Asphalt	34.42 Ton	@ $25.20	867.39	
Freight on RS-1	34.42 Ton	@ $17.36	597.66	
30" C.M.P. Bit.Ctd.	42 Lin.Ft.	@ $6.54	274.80	
30" Corr.Metal Bands	3 Each	@ $6.02	18.06	10,836.54
N.A. Toole Construction Co:				
3/4"-0 Cr.Mat'l in level crse.	3,731.79 Ton	@ $1.50	5,597.69	
3/4"-0 Cr.Mat'l in binder crse.	330 Cu.Yd.	@ $1.50	495.00	
Aggregates in oil mat	1,915 Cu.Yd.	@ $2.00	3,830.00	9,922.69
TOTAL COST				$ 57,743.91

Remarks - Contract No. 5479

This was a "Federal Aid Secondary Project" consisting of the construction of 2.58 miles of highway roadbed, involving 6,288 cubic yards of roadbed excavation and 17,772 cubic yards of special borrow excavation; the construction of 2.58 miles of selected roadbed topping, involving 20,569.6 tons of pit-run material; the construction of 2.58 miles of stone leveling course involving 3,731.79 tons of crushed materials; and the construction of 2.58 miles of type 0-11 oil mat wearing surface with binder course.

This project was bid on May 5th, awarded May 28th, and completed July 16, 1959.

Monday, May 19, 1959, the contractor moved two Euclid TDT-23 scrapers, one I-H TD-24 dozer, one Austin-Western Master 99 grader, one 3/4-cubic yard dragline and one 2000 gallon water truck onto the project.

Clearing was started and completed from station 222 to 295 on Tuesday. Grading was started from stations 222 to 250 and 274 to 295 on the same day. Grading on this area was completed May 31, 1959.

Grading from station 298 to 360 was 90% complete by June 6th and completed the following week.

The contractor started hauling selected roadbed topping on Friday, June 12th. This phase of the work was completed in two weeks.

N.A. Toole Construction Co., moved in and set up his crushing plant June 29th and began crushing 3/4"-0 material, for leveling course, on Wednesday, July 1st.

All the level course was completed and the binder placed by Tuesday, July 7th. The shooting of the 0-11 oil mat was started Friday and completed through the final seal by Tuesday afternoon.

The dressing up of shoulders, placing and painting guardrail, and general cleanup of the area on Wednesday and Thursday completed the project.

The contractor made a very good profit. This was due to the efficient operation and control done by the contractor.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

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OFFICE OF
STATE HIGHWAY ENGINEER

A

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- 2 1959
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OREGON STATE HIGHWAY DEPARTMENT
(date)
October 29, 1959

S 347(3) (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5479	5 Final	Babler Bros., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26088	79158	$ 2,072.49	10-28-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 100 workdays from June 10, 1959

Time Extensions: None of record

Completion Date: July 16, 1959

Date Accepted: August 13, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 30, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

OCT 30 1959

NOTED ON CARD

1957
& 1959

12-14-59

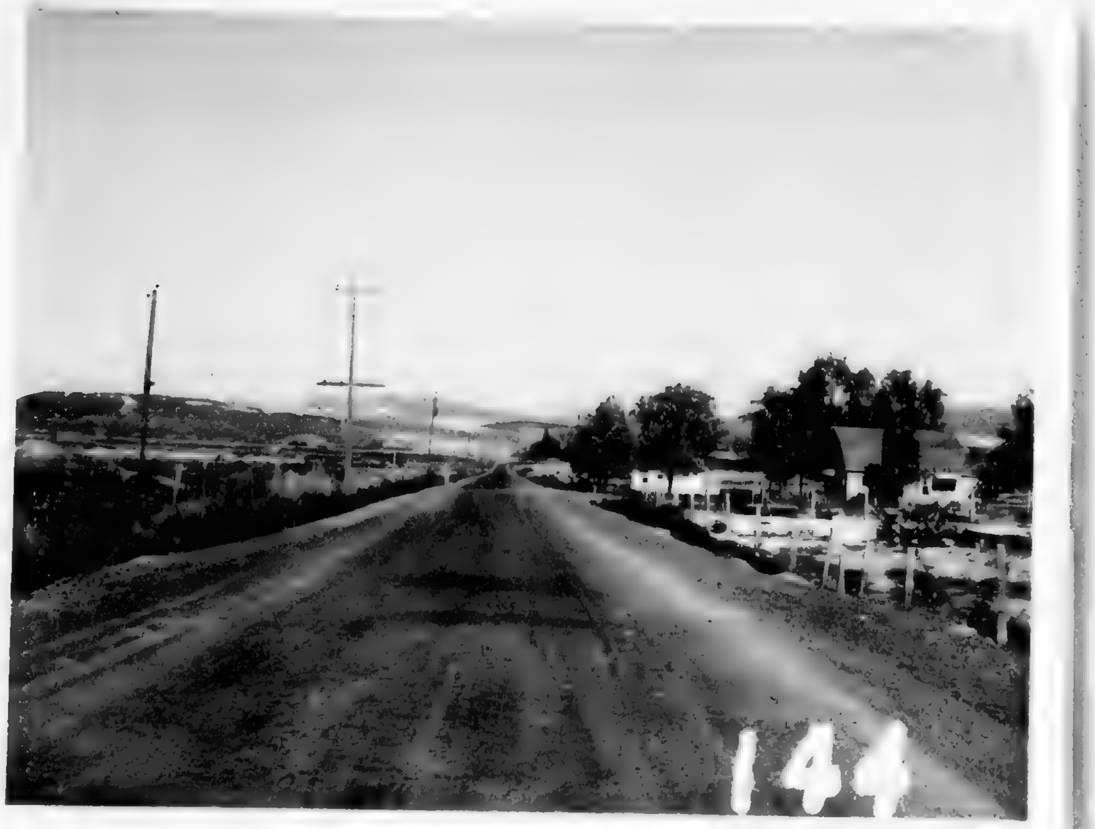
FAS 325 **County** Malheur **Contract No.**

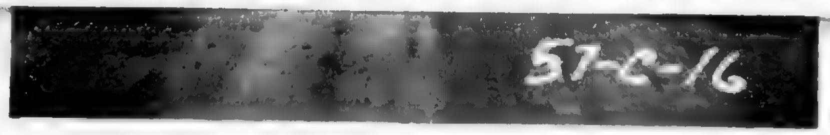
Section M.P. 1.6 [illegible] North {57-C-17 / 59-C-144

Location

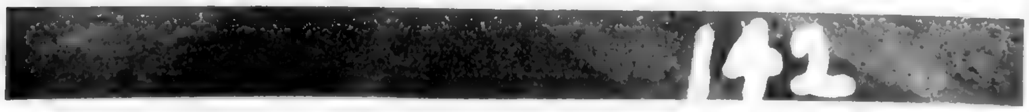
M.P. 1.21 [illegible] W {57-C-16 / 59-C-143

Willow Cr [illegible] } [illegible] / 59-C-142


144


57-C-16

143


142

1957
& 1959

10-14-59

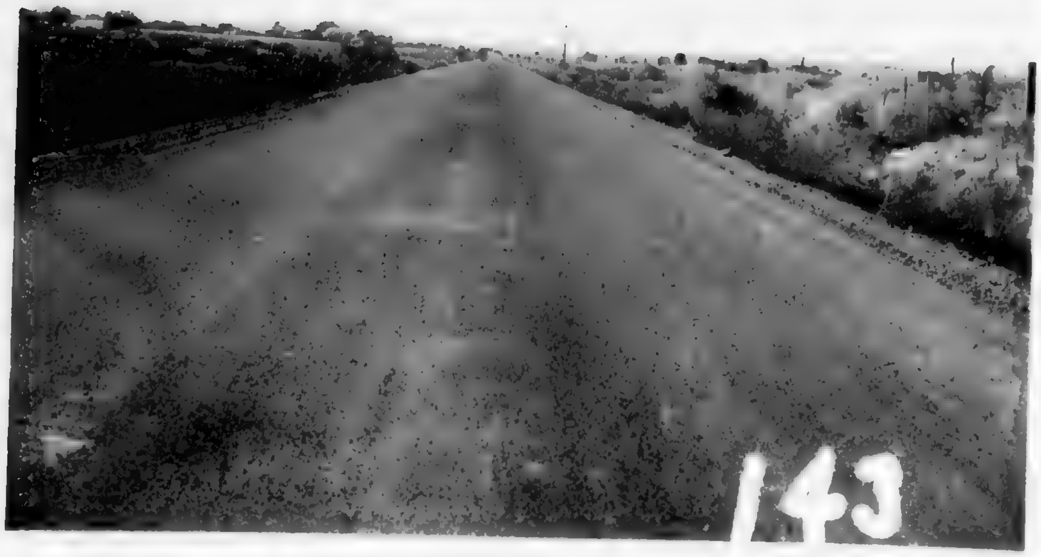
FAS 325 **County** Malheur **Contract No.** ____

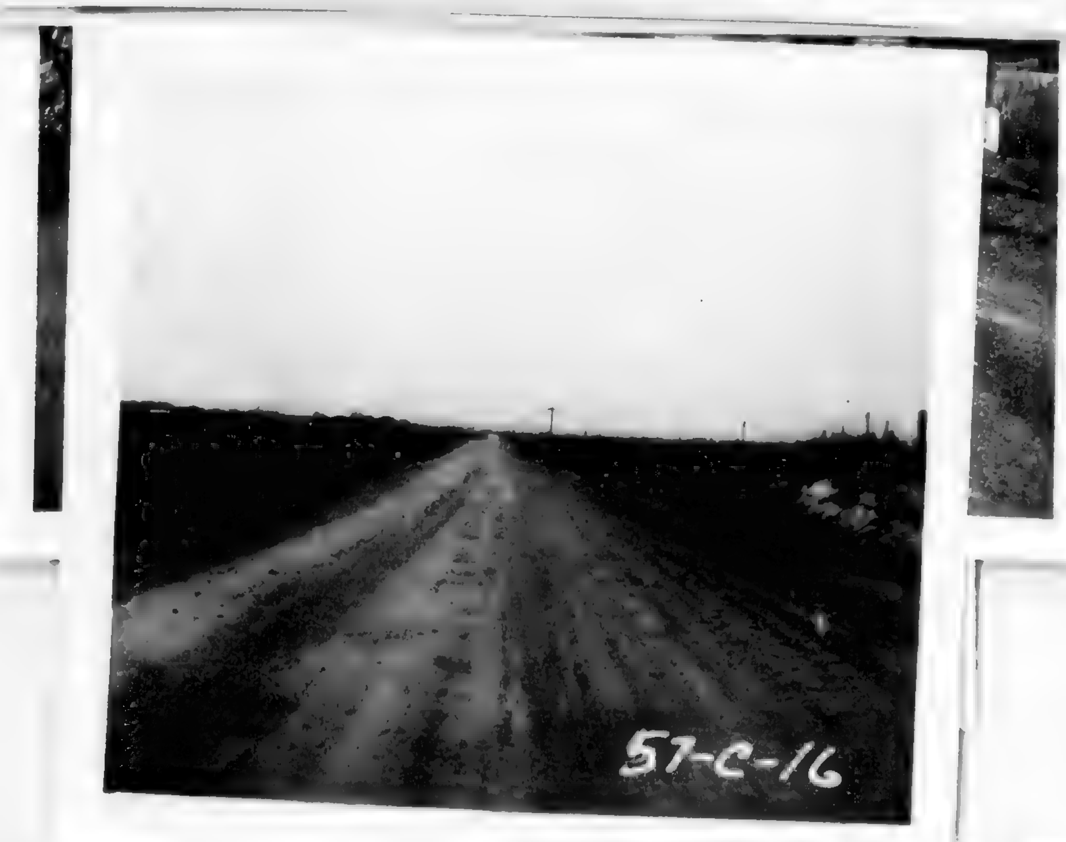
Section M.P. 1.86 at R.R. X-ing Looking North { 57-C-17 / 59-C-144

Location ____

M.P. 1.21 Looking W { 57-C-16 / 59-C-143

Willow Cr Bridge [illegible] } 57-C-[illegible] / 59-C-142





1957
& 1959

10-14-59

FAS 325 **County** [illegible] **Contract No.** _______

Section M.P. 1.86 at R.R.X-ing Looking North { 57-C-17 / 59-C-144

Location M.P. 1.21 Looking W { 57-C-16 / 59-C-143

Willow Cr [illegible] { 57-C-15 / 59-C-142

1957
& 1959

10-14-59

FAS 825 **County** Malheur **Contract No.** ______

Section M.P 1.86 at R.R. X-ing looking North { 57-C-17 / 59-C-144

Location ______

M.P 1.21 looking W } 57-C-16 / 59-C-143

Willow Cr Bridge fr East } 57-C-15 / 59-C-142

[illegible]

57-C-6

4/ 57 Malheur Co FAS 825
M.P 1.86 [illegible] North

Culvert [illegible]
at 1.56

57-C-17

A

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OCT - [illegible] 1959
FOR FILING

[illegible]

5479

October 8, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5479 for grading-oiling the East Unit of Foothills Drive in Malheur County was completed by the contractor, Babler Bros., Inc., on July 16, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $2,072.49 will be released to the contractor on or after October 19, 1959. The total contract amount is $69,456.83, of which amount $547.48 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

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SEP 14 1959
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S-397(3)

5479

September 4, 1959

General Insurance Co. of America
Portland Service Office
209 S. W. Fourth Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Babler Bros., Inc. on Contract No. 5479, for grading and oiling the East Unit of Foothills Drive, Malheur County.

This payment, in the amount of $653.24, will be released to the contractor on or after September 14, 1959. The retained percentage is $2,084.05.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

jmc

NOTED ON CARD
jmc
9/4/59

1

Form E-1—(Rev.)—

S 347(3)
.5479

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 23, 1959

Section East Unit Foothills Drive
Kind of work Grading & Oiling
Highway County Road County Malheur
Section prefix 523 - 1085
Contractor Babler Bros. Inc.
Contract number 5479
Date of contract May 28, 1959
Specified work days 100
Date work started May 19, 1959
Work days used 25
Project authorization $ 75.307.50
Per cent of time elapsed 25 %
Exclusive of engineering $ 69.952.30
Estimated cost of completed project, exclusive of engineering $ 69.933.00
Estimated per cent ~~overrun or underrun~~ 0 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $ 5.355.20
Engineering cost to date $ 5.374.21, 100.4 %
Date project was completed July 16, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	----	100	100	----

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Four men working on Semi - Final this week.

Semi - Final mailed Friday of this Week.

NOTED
FORREST COOPER

CONSTRUCTION DIVISION
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AUG 24 1959
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CE ACE ACE COE

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C E [illegible]

Signed Loren A Wike

Address P.O. Box 3, Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.57	2.57		2.57	
Miles partially completed	2.57	2.57		2.57	
Miles completed	2100 c.y.	24100 ton		1900 cy.	
Total estimated quantities (contract)	24088 cy.	24300 ton		2245 cy.	
Total quantities corrected to date	"	"			
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	This Project Completed , No Men Working.				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Rain		
Friday	Fair		
Saturday			

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AUG 17 1959
FOR FILING

S 377(3)

5477

August 17, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Babler Bros., Inc., a portion of the funds heretofore retained by the Commission on contract #5479 for grading-oiling the East Unit of Foothills Drive in Malheur County.

This payment, in the amount of $27,658.10, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,063.85. The present payment will be released on or after August 27, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

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JUL 21 1959
FOR FILING

S-397(3)

5479

July 20, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 16, 1959, on Contract No. 5479, East Unit, Foothills Drive Section, in Malheur County, in connection with Federal Aid Project No. S-397(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

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JUN 25 1959
FOR FILING
S-397(3)
5479

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

June 24, 1959

Babler Bros., Inc.,
4617 SE Milwaukie Avenue
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5479, awarded May 28, 1959, for grading-oiling the East Unit, Foothills Drive on Foothills Drive in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

CEIVED
JUN 23 1959
OR FILING

S 397(3)

5479

Salem, Oregon
June 19, 1959

Cross buck and Advance Warning Signs,
E. Unit, Foothills Drive Section
Foothills Drive County Road
Malheur County

Mr. W. O. Widdows
Sign Engineer
Shops

To conform with requirements of the Bureau of Public Roads, it will be necessary to install reflectorised cross buck signs and reflectorised advance warning signs at the grade crossing of the Union Pacific Railroad tracks with the Foothills Drive County Road about 5 miles easterly of Vale.

The crossing referred to is at Station 308+85 of the E. Unit, Foothills Drive Section, Contract No. 5479.

The signs should be installed before completion of the contract which is estimated to be July 31, 1959. Expense should be charged to Prefix 523-1085. Federal Aid project number is S-397(3).

G. S. Paxson
Assistant State Highway Engineer

RA:cr

cc: A. F. Parson

RECEIVED
JUN 19 1959
FOR FILING

S-397(3)

5479

June 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account Nos. 274 and 276 covering temporary and permanent signing on the East Unit, Foothill Drive Section of the Foothill Drive County Road in Malheur County, Contract No. 5479, in connection with Federal Aid Project No. S-397(3).

This work is necessary for the routing and direction of traffic during construction and for permanent signing.

The contractor is not equipped to do this work, while the State has the necessary materials and equipment and experienced crews to do the work more economically. The amount is too small to contract.

Your approval of this order under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $1,600 with Federal participation of $960.

This work is not included in that required of the contractor and will not relieve him of his responsibility for furnishing warning signs, lights and barricades for the safety of the traveling public and workmen.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

NOTED
Harold C. Ayers

June 4, 1959

Malheur County Court ✓ FAS 825
Courthouse
Vale, Oregon

Gentlemen:

Your advance deposit in the amount of $15,000 in connection with the East Unit, Foothills Drive Section of FAS 825 has been received and Contract No. 5479 has been awarded to Babler Bros., Inc. A copy of the contract and a set of plans will be forwarded to you as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:cg

150—10M—6-58

NOTED
Harold C. Ayers

NOTED
J. G. SWENSON

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 60451

Date May 20, 1959

Your Req. No.

Billing Request No. cc-481

Credit Distribution: 523-1085-297

Malheur County
Vale, Oregon

Attn: Co. Court

	Advance Deposit	$ 15,000.00
Partial transfer County's share total costs of East Unit, Foothills Drive Section FAS 825 covered by agreement dated May, 1959		12,000.00
	To be retained	$ 3,000.00

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1959
ENG.
COUNTY &

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $................

By.......................................

State Printing 13107

NOTED
[illegible] R. JONES

NOTED
John F. Hagemann

NOTED
C. G. SWENSON

May 5, 1959

Malheur County Court
Courthouse
Vale, Oregon

NOTED
Harold C. Ayers

Gentlemen:

On May 5, the Highway Commission received a satisfactory bid from Babler Bros., Inc., of Portland for construction of the East Unit, Foothills Drive Section of FAS 825. As per the agreement between county and state, the following advance deposit is required prior to award of a contract:

Bid Items	$65,090.00
Anticipated Additional Items (Flagging, temporary & permanent signing)	1,850.00
12-1/2% Engineering & Contingencies	8,367.50
Estimated Total Cost...........	$75,307.50
County Advance Deposit of 20%..	$15,000.00

Please make this deposit by means of a check or warrant in the amount of $15,000 payable to the Oregon State Highway Commission, forwarding same to this office.

In order to permit awarding of a contract at the regular Highway Commission meeting on May 28, the deposit plus a letter certifying that all right-of-way has been obtained should be forwarded so as to arrive in this office not later than May 22.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

Recd
5/18/59
523-1085
Ant # 5479

JFH:mm

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JUN - 3 1959
FOR FILING
S-397(3)
5479

June 1, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 19, 1959, on Contract No. 5479, East Unit, Foothill Drive Section, in Malheur County, in connection with Federal Aid Project No. S-397(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

for R. L. Porter
Office Engineer

DBP:bb

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MAY 29 1959
FOR FILING
[illegible]
5479

May 28, 1959

Babler Bros., Inc.
4617 S. E. Milwaukie
Portland 2, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 awarded to you State Highway Contract No. 5479 for grading and oiling on the East Unit, Foothills Drive Section of the Foothills Drive Road northeast of Vale in Malheur County.

This award was based on your bid of $65,090.00, which was the low bid submitted to the Commission on May 5, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC

RECEIVED
MAY 29 1959

FOR FILING

S 397:31

5479

Salem, Oregon
May 27, 1959

[illegible] #[illegible]3

FAS Project Agreement
Malheur County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attached is a conformed copy of a finance agreement with Malheur County covering the East Unit, Foothills Drive Section of FAS 825 in Malheur County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Malheur County.

Secretary

rn
Attach: 1

RECEIVED
MAY 28 1959

FOR FILING

S-397(3)

5479

P

May 27, 1959

County Court of Malheur County
Court House
Vale, Oregon

Gentlemen:

We are enclosing for the records and files of Malheur County a fully executed copy of a Finance Agreement between the State Highway Commission and Malheur County covering the East Unit, Foothills Drive Section of FAS 825 in Malheur County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-30 25M 9-51 92318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 19, 1959
Salem, Oregon

SUBJECT: FAS Project Agreements
Malheur County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the East Unit, Foothills Drive Section of FAS 825 in Malheur County. Two copies of the agreement have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on December 11, 1958.

C. G. Swenson
Engineer, County & City Relations

By
John D Graham
John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL
G S Paxson
Assistant State Highway Engineer

[illegible]
DATE 12-11-58 Min Page 30
Floyd Query

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

April 20, 1959

Malheur County Court
Courthouse
Vale, Oregon

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the East Unit, Foothills Drive Section of FAS 825 upon which bids will be received May 5.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $73,400; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest, with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. The signed agreements should be mailed so as to arrive in Salem not later than May 4.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

NOTED
C. G. SWENSON

April 17, 1959

NOTED
Harold C. Ayers

Hon. G. Y. Chester
Malheur County Judge
Courthouse
Vale, Oregon

Dear Judge Chester:

Enclosed are four copies each of ten option forms covering right-of-way as required for the East Unit, Foothills Drive Section, FAS 825, upon which it is planned to accept bids on May 5. Under separate cover three copies each of two right-of-way maps showing the location of the property described in the options are being forwarded.

The descriptions contained in the options are based on a normal right-of-way width of 60' (30' each side of center line) with any extra width for cuts or fills covered by means of an easement.

If possible, all required right-of-way should be acquired by May 5. Please advise this office when all options have been signed or, if the options are not used, when deeds have been obtained.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

NOTED
JOHN D. GRAHAM

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

April 17, 1959
Salem, Oregon

SUBJECT: Options
East Unit, Foothills Drive Sec.
Foothills Drive County Rd.

To: C. G. Swenson
County-City Relations
OFFICE

This is to confirm that we handed John Graham in this office today 10 original option forms in quadruplet covering right of way to be acwuired in connection with East Unit, Foothills Drive Section of the Foothills Drive County Road in Malheur County. No Statements of Information were furnished. This contract is scheduled for letting May 5, 1959.

Please return to the Right of Way Department a copy of each signed option to inform the Highway Engineers the conditions, if any, on the transaction.

We also handed Mr. Graham 6 prints of map number 8B-13-11 covering this area and bearing our date of April 16, 1959.

29560	B. K. Carroll	0.03	acre		
29561	J. Wright & Mabel O. Child	0.01	"		
29562	Theodore H. Moore	0.02	"		
29564	Charles W. & Christine S. Moore	0.06	"	p-1	
		1.45	"	p-2	
29565	Harry W. & Hilda Burkhardt	0.4	"		
29566	Paul L. & Hazel W. Berg	0.38	"		
29567	Julia P. Fifer	0.4	"		
29568	O. W. R. & N. Company	0.14	"		
29569	Bette F. Carpenter	0.02	"	p-1	
		1.45	"	p-2	+ or -
		0.65	"	p-3	
29570	Glen L. Hutchingon	0.01	"	p-1	
		1.54	"	p-2	
		0.7	"	p-3	+ or -

Earl F Saling
EARL F. SALING
Right of Way Office Manager

AC
blr
enc. option forms and maps
handed to Grabam in office

cc: A. F. Parson

Salem, Oregon
March 6, 1959

NOTED
C. G. SWENSON

East Unit, Foothills Drive Section
FAS 825, Malheur County

Mr. Tom Edwards
OFFICE

NOTED
Harold C. Ayers

[illegible]

NOTED
V. R. JONES

The field data for the subject named project did not show existing right-of-way limits as the county has no record of such right-of-way.

Malheur County Judge Chester advised this date that the county was willing and able to acquire right-of-way throughout the length of this section based on a normal right-of-way width of 30' each side of center-line, plus any additional width required for cuts and fills.

It would be appreciated if right-of-way descriptions could be prepared accordingly for submission to the county.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: A. F. Parson, Div. V
Floyd Scott
Frank Hall

NOTE
Harold C. Ayers

NOTED
V. R JONES

NOTED
C. G. SWENSON

Salem, Oregon
March 4, 1959

East Unit, Foothills Drive Section
FAS 825, Malheur County

Mr. Tom Edwards
OFFICE

The field data for the subject named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

The county's requested treatment of the intersection at station 281+50 as a road junction rather than attempting to ease the curve has been discussed with the B.P.R. and verbal approval obtained. A stop sign requiring southbound traffic to stop before entering FAS 825 should be included in the FAS project. This has been a more or less standard procedure in flat, irrigated farming areas such as that east of Vale as all roads in the area have relatively low traffic and principally serve adjacent farms rather than through type traffic. Easing of the curve on the FAS route at such junctions complicates the irrigation facilities and also the road junction.

The matter of the existing bridge over the Malheur River remaining in place has also been cleared with the B.P.R.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: V. G. O'Neil
Frank Hall
Vic Wolfe

NOTED
V. R. JONES

NOTED
[illegible]

NOTED
C. G. SWENSON

MEMO TO J. W. NASH
3/4/59

FAS 825, MALHEUR COUNTY

TERMINI: From Oregon Project S-397(2) east of Vale, easterly and southerly to FAP Route 5. (East Unit, Foothills Drive Section)

PROPOSED WORK: Grade, drain, and construct two-lane intermediate type surface.

PROJECT LENGTH: 2.60 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$75,000	$45,000	$15,000	$15,000 (County)

EXISTING FACILITY:

ROADWAY: 14' to 22' light gravel wearing surface on a 22' to 26' wide roadway. No substandard grade or alignment with the exception of one right angle curve at a road junction.

STRUCTURES: Malheur River Bridge. 110' steel through truss and 60' steel pony truss, H.C. 13'-2", V.C. 18', H. 7.5, 0-11.6. Bridge is signed for 8 ton load limit. It is proposed to leave this structure in place until such time as the county has funds available for its reconstruction. Narrow bridge signs will be placed in accordance with B.P.R. regulations.

ADJACENT SECTIONS:

WEST END: 20' oil mat wearing surface with 2' shoulders presently under contract for construction under Oregon Project S-397(2).

SOUTH END: Southerly terminus of FAS 825.

PROJECT DATA: Grade and drain generally following the existing road, place base material, and construct a 20' wide type 0-11 oil mat wearing surface with 2' shoulders.

ROW WIDTH: Minimum 50'.

MINIMUM DESIGN STANDARDS: At a point approximately 1.5 miles north of the southerly terminus of the project, the FAS route deviates from an east-west road to follow southerly along a north-south road. This point is also a road junction with the north-south road continuing in a northerly direction beyond the FAS route. It is proposed to treat this intersection as a road junction with traffic from the north required to stop prior to entering the FAS route. This is a flat, irrigated farming area and the service of the FAS route as well as other roads in the area is primarily to the abutting farm property with little or no through type traffic. Any material improvement in the curve on the FAS route at this point would disrupt existing irrigation facilities and also complicate the road junction. The roads in this area all fall in the same general ADT grouping.

The bridge over the Malheur River which is proposed to remain in place has a H.C. of 13'-2" which is below AASHO standards of 15' for bridges to remain in place. The county has specifically requested that this bridge be continued in use until the county is financially able to replace it. It would require between a 200' and 250' long structure at an estimated cost of approximately $75,000 to replace this bridge at the present time. The existing bridge has been in continual use for one-way traffic with a posted 8 ton load limit without seriously inconveniencing traffic. It is located at the northeasterly limits of the FAS route which permits traffic unable to safely use the bridge to proceed to Vale (principal market area) via FAS 825 or FAS 825 and FAP Route 5, depending on which side of the river the traffic originates, with no added travel distance.

ACCESS CONTROL: None.
RR XING:
Name; U.P.RR.
No. of Tracks: One.
No. of Trains:
Sight Distance: Unrestricted.
Vehicle Speeds:

Group Priority:
RR Benefits:
Existing Protection: Cross-buck.
Proposed Protection: Reflectorized X-buck with advance warning signs.

SYSTEM ACTION: None required.
PUBLIC HEARING: None required.
UNUSUAL OR COMPLICATED SITUATIONS: None.

Route data submitted under DS-397(1) and S-397(2).

FAS 825, Malheur County

JFH:mm
3/4/59

2-6-59

RECEIVED
13 1959
FOR FILING

8-397(3)

5479

NOTED
W. C. WILLIAMS

ADDENDUM "A" TO LOCATION PROSPECTUS
EAST UNIT, FOOTHILLS DRIVE SECTION
FAS 825 - MALHEUR COUNTY

The following addendum is submitted to revise the location prospectus concerning the above mentioned section:

Paragraphs 1 through 4:	Correct as per original prospectus.
Paragraph 5:	Change first sentence to read: This will be an unrestricted access facility with no interchanges and one 'at grade' railroad crossing."
Paragraphs 6 through 8:	Correct as per original prospectus.
Attachment.	Correct as per original prospectus.

February 6, 1959

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson (3)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
FEB 10 1959
OFFICE OF
STATE HIGHWAY ENGINEER

1-22-59

RECEIVED
2 1959
FOR FILING
S-397(3)

5479

NOTE:
W. C. WILLIAMS

LOCATION PROSPECTUS
EAST UNIT, FOOTHILLS DRIVE SECTION
FAS 825 - MALHEUR COUNTY

The following prospectus is submitted regarding the above mentioned section. The westerly terminus is at the end of the contracted (Contract No. 5287) West Unit, Foothills Drive Section. The easterly terminus is at the intersection of FAS 825 with the Central Oregon Highway. The overall length of the project is 3.0 miles.

This will be a location survey for the purpose of preparing plans and estimates for grading and paving. The general route is the existing highway. There are no towns involved.

Reconnaissance is not necessary. Routine soils investigation will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The present ADT is 150 and the projected (1975) ADT is 225. This will be a Class "E" modified highway with a typical section consisting of two 10-foot running lanes with 2-foot shoulders. The base design by G. L. Decker is:

0-11 Oil Mat	1¼"
3/4"-0 Level Course	1½"
Coarse Crushed Base	9¼"
Total	12 "

This will be an unrestricted access facility with no interchanges and no railroad crossings. The existing bridge across the Malheur River is to remain in place; however, consideration should be given to its eventual replacement in aligning this project.

Materials are available from local state and commercial sources.

Further agreements with the county are not necessary.

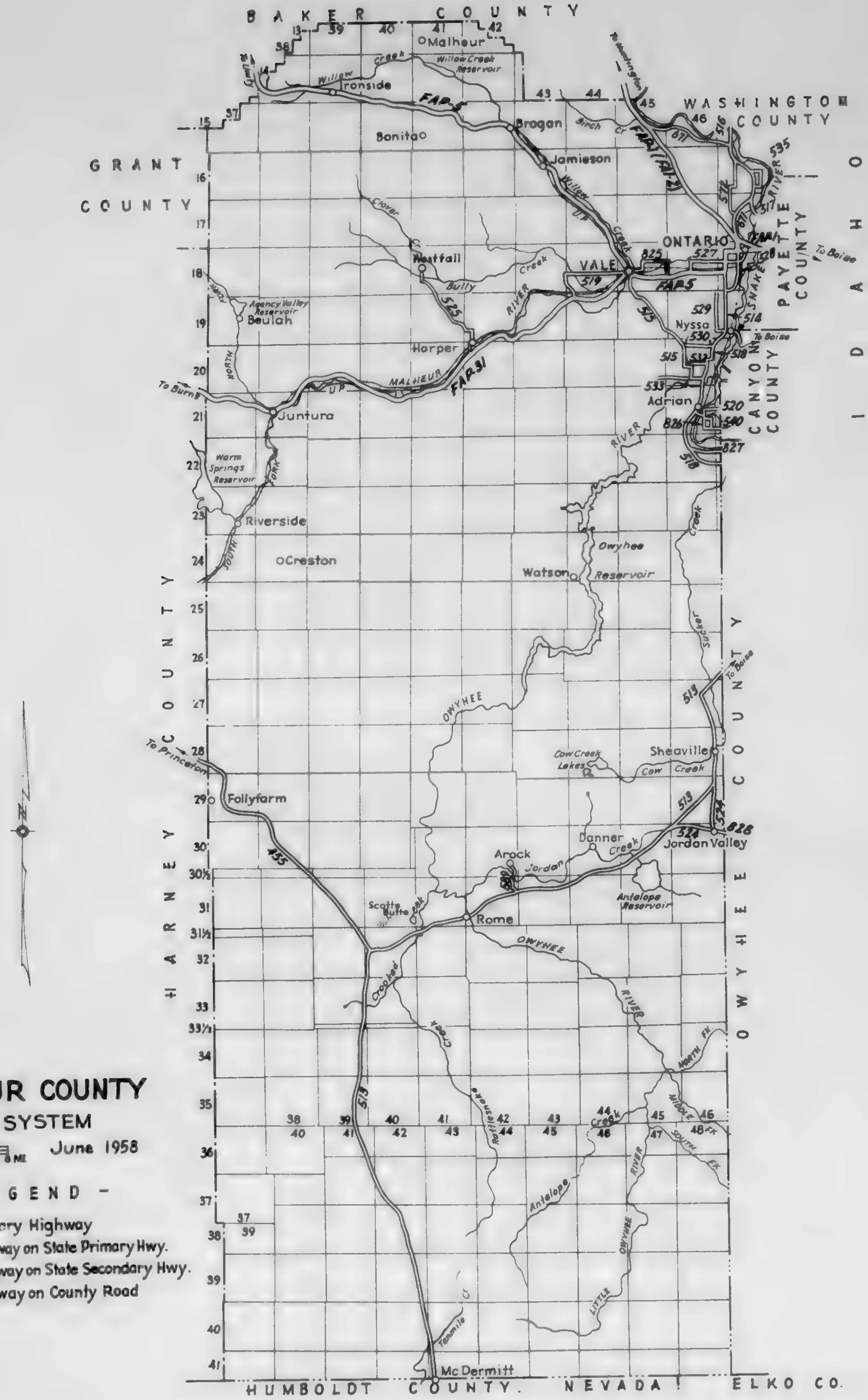
There are no state parks affected by this project.

January 28, 1959

Attach.

RECEIVED
JAN 30 1959
OFFICE OF
STATE HIGHWAY ENGINEER

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson (3)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. Defrance



MALHEUR COUNTY

FAS SYSTEM

Scale 0 4 8 MI. June 1958

- LEGEND -

═	FA Primary Highway
═	FAS Highway on State Primary Hwy.
═	FAS Highway on State Secondary Hwy.
═	FAS Highway on County Road

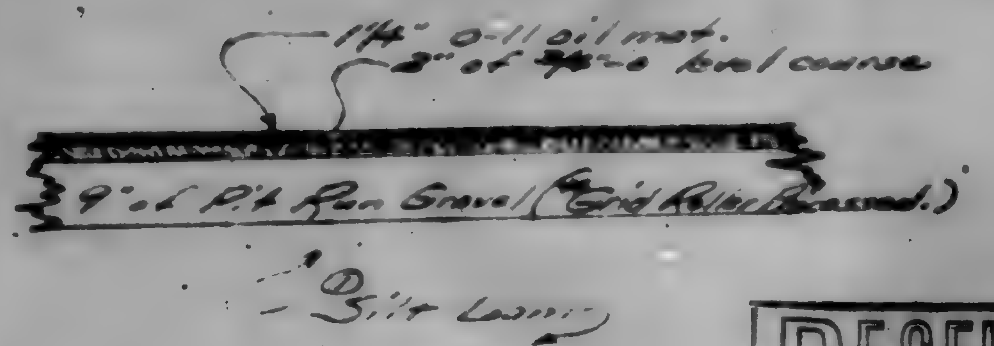
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GECLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
C. G. S[illegible]

Section E. Unit Foothills Drive Highway F.A.S. 825 County Malheur Profile 523-1487

Res. Engr. Loren A. Weir Length of Project ____ Miles. Sta. ____ to Sta. ____ Date 1-19-59

Expected Frost Penetration - 24" TYPICAL SECTIONS Traffic Classif. - Light



1¼" 0-11 oil mat.
2" of [illegible] level course
9" of Pit Run Gravel (Grid Roller Processed.)
①
- Silt Loam

① [illegible] Soil
32 LL
6 PI
96 % -200
51 % silt
34 % clay
5 [illegible]

Required Base & Wear. Crushed	Required Base & Wear. Not Crushed	Designed Base & Wear. Exist. Surf. Allow.	Designed Base & Wear. New Work	
			1¼	0-11
			2	Level
			9	Pit Run Gravel
12¼			12¼	

NOTED
JOHN D. GRAHAM

NOTE
John F. Ha[illegible]

NOTED
Harold C. Ayers

RECEIVED
JAN 21 1959
ENGINEER
COUNTY & CITY RELATIONS

Note: This base design is the same as the West Unit.

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by A. L. Decker
State Assistant

Recommended by [illegible]
Construction Engineer

Recommended by C. W. Hagmann
[illegible]

Approved by [illegible]
Deputy State Highway Engineer

NOTED
V. R. JONES

NOTED
Harold C. Ayers

December 12, 1958

Malheur County Court *Fas 825*
Courthouse
Vale, Oregon

NOTED
JOHN D. GRAHAM

NOTED
John F. Hagemann

Gentlemen:

On December 11 the Highway Commission approved the County FAS project as described in the attached tabulation which is believed to conform with your initial request. The survey for this project will be under the supervision of our division office with headquarters at La Grande.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Att. *— 58-R*

NOTED
C. G. SWENSON

PROPOSED PROJECT
MALHEUR COUNTY

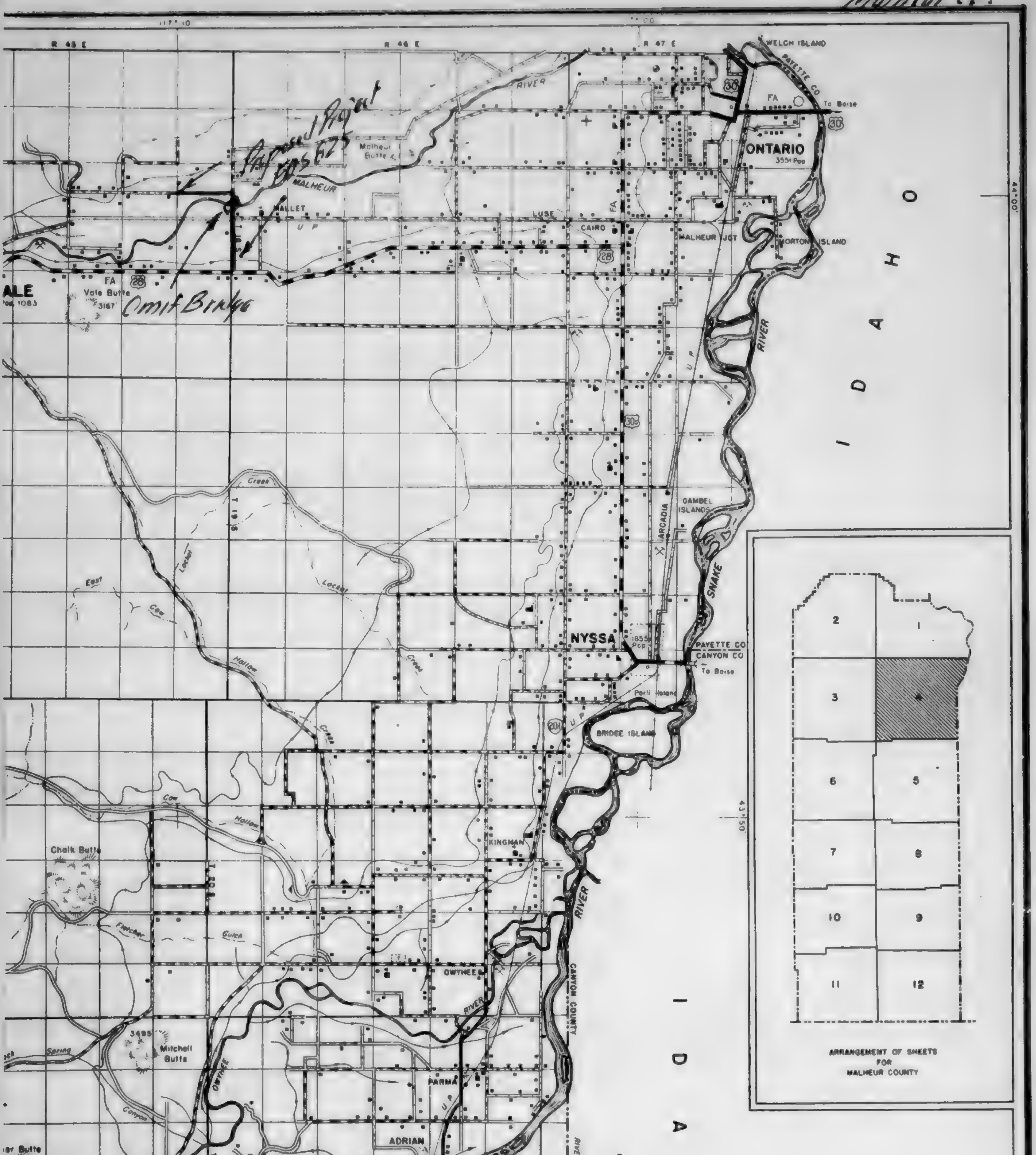
FAS 825 - East Unit, Foothills Drive Section, 3 miles, $85,000. This section extends from the east end of the West Unit, Foothills Drive Section presently being constructed under Contract No. 5287, easterly and southerly to FAP Route 5 (Central Oregon Highway).

The proposed project is to grade, place base material and construct a 20' wide type O-11 oil mat wearing surface with 2' shoulders. This project will be identical with that under contract for the West Unit, Foothills Drive Section of the same FAS route. The existing bridge over the Malheur River is to remain in place; however, the road alinement should contemplate eventual replacement of this bridge.

Funds in addition to the $85,000 programmed above are available if required.

58-h
10/20/58
Highway Commission approved: December 11, 1958.

Malheur Co.


117° 10
R 45 E
R 46 E
R 47 E
Proposed Project
FAS 625
Omit Bridge
WELCH ISLAND
PAYETTE CO
To Boise
FA
80
ONTARIO
3551 Pop
Malheur Butte
RIVER
MALHEUR
MALLET
UP
LUSE
CAIRO
28
MALHEUR JCT
MORTON ISLAND
ALE
Pop. 1083
Vale Butte
3167'
44°00'
IDAHO
SNAKE
RIVER
30
T 19 S
Creek
East
Cow
Hollow
Locust
GAMBEL ISLANDS
ARCADIA
NYSSA
1855 Pop
PAYETTE CO
CANYON CO
To Boise
Poril Island
201
BRIDGE ISLAND
43°50
Chalk Butte
Cow Hollow
KINGMAN
Fletcher
Gulch
OWYHEE
RIVER
CANYON COUNTY
3495
Mitchell Butte
Spring
Canyon
OWYHEE
PARMA
ADRIAN
T 21 S
Browns Butte
Butte
3615
RIVER
SNAKE
RIVERSIDE CANAL
GOLDEN GATE
OREGON & IDAHO BOUNDARY MON
U S C & G S
LAT 43° 43' 21.330"
LONG 117° 01' 32.669"
IDAHO
2
1
3
4
6
5
7
8
10
9
11
12
ARRANGEMENT OF SHEETS
FOR
MALHEUR COUNTY

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 21, 1958

NOTED
V. R. JONES

SUBJECT: East Unit Foothills Drive
FAS 825
Malheur County

To: Clarence Swenson
County & City Relations Engineer
OFFICE

RECEIVED
NOV 25 1958
[illegible]
COUNTY [illegible]

NOTED
John F. Hagemann

J. F. Hagemann, your office, requested a soil survey of this unit to determine the required depth of surfacing thickness.

The soil is predominantly a silt loam, and 12¼" total thickness is required for a Light Traffic design. Frost penetration is reported as 24". No logging traffic in this section.

The following is recommended for new work and is the same as the West Unit:

1¼"	0-11
2"	Level 3/4"-0
9"	Pit run gravel (to be processed by a Grid Roller)
12¼"	Total

G. L. Decker
G. L. Decker
Staff Assistant

GLD/lg

cc: Tom Edwards
A. F. Parson
V. Moore

U-203(7) Barbur Blvd. at Capitol 1959
Hwy. (Traffic Signals)
#5480

RECEIVED
1959
FOR FILING
203(T)

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 26, 1959

(CONTRACT NO.) 5480	(EST. NO.)	(CONTRACTOR)
5480	2 Final	Gateway Electric Co., Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25879	76056	$ 1,907.78	10-28-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **80 workdays from June 7, 1959**

Time Extensions: **None of record**

Completion Date: **September 23, 1959**

Date Accepted: **November 5, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **October 26, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query /a.
Floyd Query
Secretary

Warrant Mailed: NOV - 9 1959

NOTED ON CARD
LC

A

RECEIVED
OCT - 9 1959
FOR FILING

[illegible]

[illegible]

October 8, 1959

American Insurance Company
McLaughlin Bldg.,
1220 SW Columbia
Portland 1, Oregon

ATTENTION: C. R. Rathbun

Gentlemen:

State Highway contract #5480 for traffic signal installation on Barbour Blvd. at Capitol Hwy., on Pacific West Highway in Multnomah County was completed by the contractor, Gateway Electric Co., Inc., on September 23, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,907.78 will be released to the contractor after acceptance by the Commission. The total contract amount is $9,190.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL 1[illegible] 1959
FOR FILI

U-203(7)

5480

1

July 7, 1959

Gateway Electric Company, Inc.,
415 NE 102nd Avenue
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5480, awarded May 28, 1959, for traffic signal installation on Barbur Blvd. at Capitol Highway on Pacific Highway West in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

Control 5480 7-1-59 A

RECEIVED JUL - 1959

Monthly Transaction No. 7-9	Fo[illegible] 2 (9-[illegible]) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]e **Oregon**
Project Report No. [illegible]	**FEDERAL-AID PROJECT AGREEMENT**	County **Multnomah**
U-203S(7) 5480		Project No. **U-203(7)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Intersection of Barbur Blvd. and Capitol Hwy on U.S. 99W

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		▨
Preliminary engineering		
Rights-of-Way		▨
Construction	3-25-59	0.00
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 9,327	Federal funds $ 5,700

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Assistant~~ **State Highway Engineer**
(title)

By ____________________

____
(title)

By ____________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by
Division Engineer **July 1, 1959**

USComm-DC 40257

June 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Barbur Blvd.-Capitol Highway Traffic Signals, Project No. U-203(7).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:Mfh

By

R. L. Porter
Office Engineer

June 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Barbur Blvd.-Capitol Highway Traffic Signals, Project No. U-203(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Federal Aid
Project No. U-203(7)

Oregon State Highway Department

BARBUR BLVD.-CAPITOL HIGHWAY TRAFFIC SIGNALS
ON THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 19, 1959

Type Code Y031
Traffic Signals (Sta. 125+81.45)(Contract No. 5480)

Traffic Signal Installation	All Required	$8,479.00
	Subtotal	$8,479.00
	10% Engr. & Cont.	847.90
	Total	$9,326.90

Length of Project - - - - 0.000 Mile

Federal Funds -	$5,700.00
State Funds -	3,626.90
	$9,326.90

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. U-203(7)

BARBUR BOULEVARD-CAPITOL HIGHWAY TRAFFIC SIGNALS
ON THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications.Not as a basis for project agreement.)

Salem, Oregon, March 24, 1959

Type Code X031
Traffic Signals (Sta. 125+81.45)

Traffic Signal Installation	All Required	$8,000.00
	Subtotal	$8,000.00
	10% Engr. & Cont.	800.00
	Total	$8,800.00

Length of Project ———————— 0.000 Miles

Federal Funds	$5,400.00
State Funds	3,400.00
	$8,800.00

RECEIVED
[illegible]
FOR FILING
[illegible] 203(7)
5480

May 28, 1959

Gateway Electric Company
P. O. Box 9126
Portland 20, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 awarded to you State Highway Contract No. 5480 for traffic signal installation on Barbur Boulevard at Capitol Highway in Multnomah County.

This award was based on your bid of $8,479.00, which was the low bid submitted to the Commission on May 5, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC

cc A

RECEIVED
FOR FILING
U 203(7)
5480

When replying, refer to:
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

May 28, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5480 for Oregon Project U-203(7), Barbur Blvd.-Capitol Highway, Traffic Signal Installation, to Gateway Electric Co., of Portland, Oregon, low bidder in the amount of $8,479.00, at the May 5, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

orig Baxter

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1959
FOR FILING

File

OREGON DISTRICT

U-203(7)

5420

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

April 17, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon project U-203(7), S. W. Barbur Blvd. and S. W. Capitol highway traffic signal installation.

This is your authority to advertize for bids.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

Probert

[illegible] COOPER

RECEIVED
APR 17 1959
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-2(14) Bridal Veil Interch. 1959
20
#5481

I-80N-2(14) Bridal Veil Interch. 1959
20
#5481

RECEIVED
AUG 16 1960
FOR FILING

I-80N-2(14)
20
5481

August 15, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

State Highway contract #5481 for the Bridal Veil Interchange revision on the Rooster Rock-Multnomah Falls Section of the Columbia River Highway in Multnomah County was completed by the contractor, General Construction Co., on June 6, 1960 and was formally accepted by the Highway Commission on July 7, 1960.

Final payment in the amount of $11,248.75 will be released to the contractor on or after August 25, 1960. The total contract amount is $104,629.31, of which amount $1,375.91 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Federal Insurance Co.,
C. A. Tomassene & Sons
1002 Cascade Bldg.,
Portland 4, Oregon

FORM E-123

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL 21 1959
FOR FILING

I-80N-2(14)20

5481

July 20, 1959

General Construction Company
4850 NW Front Avenue
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5481, awarded May 28, 1959, for structure revision of the Bridal Veil Interchange on the Rooster Rock-Multnomah Falls Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED
MAY [illegible]
FOR FILING
[illegible]
5481

May 28, 1959

General Construction Company
P. O. Box 3845
Seattle, Washington

Gentlemen:

The State Highway Commission on May 28, 1959 awarded to you State Highway Contract No. 5481 for structure revision on the Bridal Veil Interchange, Columbia River Highway, in Multnomah County.

This award was based on your bid of $104,483.40, which was the low bid submitted to the Commission on May 5, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms
cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC
I. C. Merchant

RECEIVED

I-80N-2(14)20

When replying, refer to:
08-35.4-0

5481

408 State Highway Bldg.
Salem, Oregon

May 28, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5481 for Oregon Project I-80N-2(14)20, Sandy River-Multnomah Falls Section, Columbia River Highway, Bridal Veil Undercrossing, to General Construction Company of Seattle, Washington, low bidder in the amount of $104,483.40 at the May 5, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Orig: Foster

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R 31 1959
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

I-80N-2(14)20

When replying, refer to
5481 08-35.4

April 17, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon project I-80N-2(14)20, Bridal Veil Undercrossing Reconstruction on the Columbia River Highway. This approval is given subject to your making any corrections or revisions which may be found necessary following a complete review of the design details. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all right-of-way or right-of-entry have been obtained.

Very truly yours,
C G Polk
C. G. Polk
Division Engineer

Robert Merchant

[illegible]

RECEIVED
APR 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

S-414(1) Phillips Cr.-Dry Cr. 1959
School Sec. (Oiling)
#5482

RECEIVED
[illegible] 1959
FOR FILING

W. C. Williams

N[illegible]ED
W. C. WILLIAMS

November 27, 1959

FINAL COST ANALYSIS
Oiling

Phillips Creek-Dry Creek School
Contract No. 5482

Contractor: Russell Olson Constr. Co. Inc.
Resident Engineer: Thomas Bradd

Sanderson Springs Road
Prefix No. 531-1048

Item 5482	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	4.24	Mile	100.00	42.22	179.04	424.00
Haul & Place 3/4"-0 Mat'l in Binder Course	690	Cu. Yd.	1.00	1.44	998.78	690.00
Haul & Place Aggregates	2,604	Cu. Yd.	1.00	1.44	3,769.27	2,604.00
MC-2 Asphalt	81.15	Ton	47.00	42.04	3,412.30	3,814.05
120-150 Asphalt	176.06	Ton	45.00	39.64	6,978.99	7,922.70
RS-1 Asphalt	51.85	Ton	45.00	38.97	2,020.86	2,333.25
Force Account (State participation in flagging)					92.97	106.98
					$ 17,452.21	$ 17,894.98

Gross Revenue	$ 17,894.98
Total Cost	17,452.21
Net Profit	$ 442.77

Net Profit equals 2.47% of Gross Revenue

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5482

Labor:				
Labor and Supervision			$ 2,650.41	
Labor Insurance and Health & Welfare			99.91	$ 2,750.32
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental, Owned			1,129.11	
Equipment Rental, Hired w/out operator			782.74	
Gas, Oil, and Grease			295.05	
Bond			93.62	
Move In			320.00	
Small Tools and Misc. Supplies			107.99	
Home Office and General Overhead			536.85	3,265.36
Materials:				
MC-2 Asphalt	81.15 Ton	@ $25.85	2,097.73	
Freight on MC-2 Asph.	81.15 Ton	@ $12.98	1,053.91	
120-150 Asphalt	176.06 Ton	@ $23.62	4,159.73	
Freight on 120-150 Asph.	176.06 Ton	@ $12.87	2,266.18	
RS-1 Asphalt	51.85 Ton	@ $29.80	1,545.13	
Freight on RS-1 Asph.	51.85 Ton	@ $6.05	313.85	11,436.53
		TOTAL COST		$ 17,452.21

Remarks - Contract No. 5482

This was a "Federal Aid Secondary Project" consisting of the construction of 4.24 miles of type 0-11 oil mat wearing surface with binder course, and the performance of such additional and incidental work as called for by the specifications and plans on the Phillips Creek-Dry Creek School Section of the Sanderson Springs Road in Union County.

This project was bid May 5th, awarded May 28th, and completed August 17, 1959.

The Contractor was unable to start work on this project until Thursday, August 6, 1959. This delay was caused by the county road crew not having the base completed. At this time, only 3.5 miles of base was ready for binder. The binder on the 3.5 miles was placed Thursday and Friday. This left 0.7 mile of binder to be placed the following Monday.

The balance of the binder was completed on Monday, August 10th, and the 0-11 placed Tuesday and Wednesday of the same week. Rolling and brooming of the oil mat was done on Thursday and Friday and the final seal placed on Saturday.

A very small profit was made by the Contractor and this was due to the considerable cost of haul. Hauling equipment consisted of twp 10-cubic yard dump trucks owned by the contractor and three hired 10-cubic yard dump trucks.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
OCT 21 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Oct. 20, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5482	2 Final	Russell Olson Contr. Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25249	69786	$536.85	10/19/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. P. Winchcombe
ACCOUNTING DIVISION

Specified completion date: 70 workdays from June 10, 1959

Time Extensions: None of record

Completion Date: August 18, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 21, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 21 1959
GRW

NOTED ON CARD
LC

A

RECEIVED
SEP 30 1959

FOR FILING
S-414(1)

5482

October 1, 1959

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

State Highway contract #5482 for oiling the Phillips Creek-Dry Creek School Section of Sanderson Springs Road in Union County was completed by the contractor, Russell Olson Construction Co., Inc., on August 18, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $536.85 will be released to the contractor on or after October 13, 1959. The total contract amount is $17,894.98, of which amount $106.98 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Glens Falls Insurance Co.,
Penland-Williamson Agency
Pendleton, Oregon

A

RECEIVED
SEP 14 1959
FOR FILING

S 1114(1)

5482

September 4, 1959

Glens Falls Insurance Co.
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Russell Olson Construction Co., Inc. on Contract No. 5482, for oiling the Phillips Creek-Dry Creek School Section of the Sanderson Springs Road, Union County.

This payment, in the amount of $17,358.13, will be released to the contractor on or after September 14, 1959. The retained percentage is $536.85.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

jmc

cc: Penland-Williams Agency
Pendleton, Oregon

NOTED ON CARD
b. jmc
9/4/59

Form E-1—(Rev.)—

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 21, 1959

Section Phillips Creek-Dry Creek School

Kind of work Oiling

Highway Sanderson Springs County Road

County Union

Section prefix 531-1048

Contractor Russell Olsen Construction Co.

Contract number 5482

Date of contract May 28, 1959

Specified work days 70

Date work started August 6, 1959

Work days used 5

Project authorization $ 21,289.50

Exclusive of engineering $ 19,775.58

Per cent of time elapsed 7.1 %

Estimated cost of completed project, exclusive of engineering $ 19,402.42

Estimated per cent overrun or underrun - 8.9 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 1513.92

Engineering cost to date $ 1414.42, 93.4 %

Date project was completed August 17, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
none to be done on Project	none on Project	none on Project	none on Project	Placed by County	100%	By County

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

This project was completed on monday of this week. The final seal was placed on saturday of last week. The contractor spent monday and tuesday of this week on brooming. No~~x~~ worday charged for monday and tuesday of this week,

The Semi-Final estimate is completed with the exception of the ~~Fx~~ Contractors Flagging costs which we have not received yet. We hope to have the estimate in by the first part of next week.

Mr A.F. Parson, Division Engineer and Mr Earl Bickmore, Assistant Division Engineer, was over the project last friday afternoon.

CONSTRUCTION DIVISION
RECEIVED
AUG 24 1959

NOTED- CE ACE ACE COE

NOTED
JOHN R. OAKES

NOTED
FORREST COOPER

NOTED
C. E. PAULSEN

Signed Thomas Brad Resident Engineer

Address LaGrande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				4.24	
Miles partially completed				4.24	
Miles completed				4.24	
Total estimated quantities (contract)				3050 Cu.Yds Aggr. 332 Tons Oil	
Total quantities corrected to date				3294 Cu.Yds Aggr. 309.06 Tons Oil	
Estimated quantities moved or placed to date				3294 Cu.Yds Aggr. 309.06 Tons Oil	
Average daily quantities				Finished	
Average daily quantities necessary to complete project on time				Finished	
Number shifts per day					
Hours per shift					
Average force on project for week				1 man on broom (2Days)	

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 20 1959
FOR FILING

414(1)

5482

August 20, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed August 18, 1959, on Contract No. 5482, Phillips Creek-Dry Creek School Section, Union County, in connection with Federal Aid Project No. S-414(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

cc: Clarence G. Swenson

RECEIVED
AUG 12 1959

~~FOR FILING~~
S-414(1)

5482

A

August 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started August 6, 1959, on Contract No. 5482, Phillips Creek-Dry Creek School Section, Union County, in connection with Federal Aid Project No. S-414(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:mfh

FORM 2-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL 13 1959
FOR FILING
S44(1)
5482

A

July 7, 1959

Russell Olson Construction Company, Inc.,
144 SE 1st
Pendleton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5482, awarded May 28, 1959, for oiling the Phillips Creek-Dry Creek School Section of the Sanderson Springs Road in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

RECEIVED

FOR FILE

7-1-59

Monthly Transaction No. 7-11	For -2 (9-1 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. 3	**FEDERAL-AID PROJECT AGREEMENT**	County **Union**
		Project No. **S-414(1)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Junction F.A.S. 469 to Junction F.A.S. 481
(Philips Creek-Dry Creek Section) on County Road

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-5-59	4.2
Other (*Specify*)		

FUNDS

Estimated total cost of project $ 20,816	Federal funds $ 12,800

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(title)

By ______________________
(title)

By ______________________
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

C. G. Polk
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 1, 1959**

USComm-DC 40257

June 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Philips Creek, Dry Creek School Section, Project No. S-414(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

June 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Phillips Creek-Dry Creek School Section, Project No. S-414(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid Project
Project No. S-414(1)

PHILLIPS CREEK-DRY CREEK SCHOOL SECTION
OF THE MEDICAL SPRINGS ROAD IN UNION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 10, 1959

Type Code 5231
Roadway (Sta. 310+14.7 to Sta. 533+88.6) (Contract No. 5482)

Preparation of Base	4.24 Miles	$100.00	$ 424.00
Hauling and Placing Material in Binder Course	490 cu. yds.	1.00	490.00
Hauling and Placing Aggregates	2,560 cu. yds.	1.00	2,560.00
RC-2 Asphalt	80 tons	47.00	3,760.00
120-150 Asphalt	196 tons	45.00	8,820.00
RS-1 Asphalt	56 tons	45.00	2,520.00
Sprinkling	50 M-gal.	3.00	150.00
			$18,724.00
Flagging (57½% of Contractor's Cost)	All required		200.00
	Subtotal		$18,924.00
	10% Engr. & Cont.		1,892.40
	Total		$20,816.40

Length of Roadway - - - - - - - - - 4.238 Miles
Cost of Roadway Per Mile- - - - - $4,911.84

Federal Funds -	$12,800.00
State Funds -	4,008.20
County Funds- -	4,008.20
	$20,816.40

State Funds For Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

Funds For Maint: Chap. 529, Laws 1939

Note: Necessary funds have been deposited by Union County with the Highway Department.

A

RECEIVED
MAY 29 1959
FOR FILING
2-4A(1)

5482

May 28, 1959

Russell Olson Construction Co., Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 awarded to you State Highway Contract No. 5482 for oiling on the Phillips Creek-Dry Creek School Section of Sanderson Springs Road in Union County.

This award was based on your bid of $18,724.00 which was the low bid submitted to the Commission on May 5, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ms

cc: Tom Edwards
R. L. Porter
R. G. Savage, SIAC

RECEIVED
MAY 7 - 1959

FOR FILING

S-414(1)

5482

May 6, 1959

County Court of Union County
Court House
LaGrande, Oregon

Gentlemen:

We are enclosing for the records and files of Union County a fully executed copy of a Finance Agreement between the State Highway Commission and Union County covering the Phillips Creek-Dry Creek School Section of FAS 795.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

1-8317 Durkee-Malheur Co. Line 1959
Rock Prod. Proj. on Old
#5483 Ore. Tr. Hwy.

Ф-1670

RECEIVED
FEB 3 1961
FOR FILING

1-8317

5183

February 2, 1961

G-K Machinery Company
P. O. Box 2604
Boise, Idaho

Attention: Mr. R. L. Pratt, Manager

Gentlemen:

This is to acknowledge your letter of January 31 informing us that Cartwright Construction Company, Durkee, owes you for supplies and rental on various state highway construction projects. As requested, we are listing below the information on the following projects:

1. Cartwright Construction Company Contract No. 5622 for rock production on the Nye Jct.-Grant County Line Section of the Pendleton-John Day Highway in Umatilla County. Surety - Glens Falls Insurance Company, through the agent, David C. Baum, Baum Insurance Agency, Box 872, La Grande.

2. Cartwright Construction Company Contract No. 5607 for rock production on the Burns-Buchanan Section of the Central Oregon Highway in Harney County. Surety and agent - same as above.

3. Cartwright Construction Company Contract No. 5482 for rock production on the Durkee-Malheur County Line Section of the Old Oregon Trail Highway in Baker County. Surety - United Pacific Insurance Company, through agent, Ree & Ragsdale Agency, 2009 Main Street, Baker.

Our Construction Division informs us that Cartwright Construction Company was a subcontractor to Keystone Construction Co., Inc., principal contractor, on their two projects in Baker County, as follows:

1. Contract No. 5604 for grading the Baker-Pleasant Valley Section of the Old Oregon Trail Highway. - Surety - American Insurance Company, through agent, Cole, Clark & Cunningham, Inc., 222 S. W. 4th Ave., Portland 4.

2. Contract No. 5769 for grading and paving the Pleasant Valley-Hill Creek Section of the Old Oregon Trail Highway. Surety - same as above.

I believe we have recently given you information regarding filing of claims. However, for your ready reference we are attaching excerpts from the Oregon Laws outlining the filing procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

RECEIVED FOR FILING

NOTE: W. C. WILLIAMS

1-8317

5483

June 10, 1960

FINAL COST ANALYSIS

Rock Production

Durkee-Malheur County Line
Contract No. 5483

Contractor: Cartwright Construction Co.
Resident Engineer: L. C. Stratton

Oregon Trail Highway
Prefix No. 1-8317

Item	Quantity	Unit	Unit Price	Unit Cost	Total Cost	Gross Revenue
1. 1/2"-1/4" Cr.Mat'l in S.P.	6,099.94	Cu.Yd.	2.85	2.34	14,307.31	17,384.83
2. 1/4"-#10 Cr.Mat'l in S.P.	5,249.10	Cu.Yd.	2.85	2.34	12,311.69	14,959.94
3. 1/4"-0 Cr.Mat'l in S.P.	1,351.26	Cu.Yd.	2.85	2.34	3,169.37	3,851.09
PA#1 1/4"-#10 Cr.Mat'l in S.P.	1,224.63	Cu.Yd.	1.75	2.34	2,872.35	2,143.10
Haul Adj. (Favor of Contractor)	4,195	Yd.-Mi.	0.12			503.40
Deduction - Liquidated Damages	37	Day	60.00			-2,220.00
Force Account (Labor & Equipment)						126.53
					$32,772.83	$36,748.89

Gross Revenue	$ 36,748.89
Total Cost	32,772.83
Net Profit	$ 3,976.06

Net Profit equals 10.81% of Gross Revenue

CRUSHING BREAKDOWN - Contract No. 5483

Item	Quantity	Unit	Cost	Unit Cost
Move In and Set Up	13,924.93	Cu. Yd.	4,809.37	.345
Feed Crusher	13,924.93	Cu. Yd.	3,455.36	.248
Crushing	13,924.93	Cu. Yd.	17,676.37	1.269
Load & Haul Cr. Mat'l to Stockpile	13,924.93	Cu. Yd.	4,498.83	.323
Stockpile Crushed Material	13,924.93	Cu. Yd.	2,220.79	.159
Total Crushed Material in Stockpile	13,924.93	Cu. Yd.	$32,660.72	$2.344

The crushing plant operated 296 hours for an average of 47.04 cubic yards per working hour.

DETAIL OF COSTS - Contract No. 5483

Labor:		
Labor and Supervision	$ 11,945.30	
Labor Insurance	1,259.15	$ 13,204.45
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	11,427.52	
Gas, Oil and Grease	4,517.39	
Bond	260.00	
Home Office and General Overhead	395.00	
Move In and Set Up	1,799.00	
P.U.C.	304.47	
Small Tools and Misc. Supplies	865.00	19,568.38
TOTAL COST		$ 32,772.83

Remarks - Contract No. 5483

This was a "State Project" consisting of furnishing and placing 13,924.93 cubic yards of crushed materials in stockpiles for later use by the State in connection with maintenance operations on the Durkee-Malheur County Line Section of the Old Oregon Trail Highway in Baker County.

This project was bid on May 26, 1959, awarded May 28, 1959 and completed January 9, 1960.

The contractor began moving his crushing plant and equipment onto the project Thursday, October 21, 1959. Set up of the plant was completed November 11th and crushing operations started the following day. The plant was shut down on Friday to install larger reject screens.

The quarry consisted of Talus materials which were fed to the crusher by means of a D-7 dozer. The crusher consisted of a Simplicity Feeder with base and 25 h.p. motor, a 15" x 28" jaw crusher, 2' - 4" Traylor Gyrotory crusher, a 3' - 0 Telesmith Gyrasphere crusher and a 40" x 24" Universal roll crusher.

The contractor made a good profit on this project because of equipment and plant improvement and more efficient operations.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

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APR 14 1960
FOR FILING
1-5317
[illegible]

A

April 13, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5483 for the Durkee-Malheur County Line Rock Production Project on the Old Oregon Trail in Baker County was completed by the contractor, Cartwright Construction Co., on February 3, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $1,183.32 will be released to the contractor after acceptance by the Commission. The total contract amount is $36,748.89, of which amount $126.53 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

RECEIVED
FEB 24 1960
FOR FILING

1-8317

54-2

A

February 24, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Cartwright Construction Company on contract #5483 for the Durkee-Malheur County Line Rock Production Project on the Old Oregon Trail in Baker County.

This payment, in the amount of $7,336.32, will be released to contractor on or after March 5, 1960. The retained percentage is $1,099.97.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Form E-1—(Rev.)—

1-8317

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 30, 1960

Section Durkee-Malheur County Line

Kind of work Rock Production

Highway Old Oregon Trail County Baker

Section prefix 1-8317

Contractor Cartwright Construction Co.

Contract number 5483

Date of contract May 28, 1959

Specified work days 80

Date work started October 21, 1959

Work days used 117

Project authorization $ 39,116.25

Per cent of time elapsed 146.25 %

Exclusive of engineering $ XX,XXXXXX 36,334.65

Estimated cost of completed project, exclusive of engineering $36,334.65 $ XX,XXXXXX

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 98.5 %

Engineering authorization $ 2,781.60

Engineering cost to date $ 1,700, 61 %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
						100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

No activity this week.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
FEB 1 1960

Noted
N. Juve

L C Str

NOTED-- CE ACE ACE COE

Signed L. C. Strattom

Address Rand Building, Baker

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			25.13		
Miles partially completed			25.13		
Miles completed			14.1		
Total estimated quantities (contract)			12.200		
Total quantities corrected to date			12,200		
Estimated quantities moved or placed to date			12,020 XX,XXX		
Average daily quantities			none		
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	CLOUDY		
Tuesday	WITH		
Wednesday	SNOW	FLURRIES	
Thursday	ALL		
Friday		WEEK	
Saturday			

A

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JUL 13 1959
FOR FILING

1-8317

5483

FORM 2-121

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 7, 1959

Cartwright Construction Company
Durkee
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5483, awarded May 28, 1959, for the Durkee-Malheur County Line Rock Production Project on the Old Oregon Trail in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

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JUL 1 1959
FOR FILING
[illegible]
[illegible]

#5483

g-1670

Salem, Oregon
June 3, 1959

Agenda Item 1B-10

File No. 29602 - Oregon Portland
Cement Company
Gales-Lime Section
Old Oregon Trail Highway
Baker County

Mr. Walter T. Wright
Right of Way Engineer
Office

Attached for further handling is a fully executed copy and a conformed copy of an agreement with the Oregon Portland Cement Company covering removal of material from the Oregon Portland Cement Company quarry in connection with the Durkee-Malheur County Line Rock Production project on the Gales-Lime Section of the Old Oregon Trail Highway in Baker County.

A ~~fully executed~~ conformed copy of the above agreement has been retained in this office for the Commission's files.

Ass't. Secretary

rn
Attach: 2

FORM 230—50M—4-54—74398

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
MAY 28 1959

1B-10
1B-10

Salem, Oregon
May 21, 1959

SUBJECT: AGENDA ITEM FOR MAY 28-29 MEETING
File No. 29602 - Oregon Portland Cement Company
Gales-Lime Section
Old Oregon Trail Highway
Baker County

To: Mr. Floyd Query
Secretary

Office

Attached is an Agreement with the Oregon Portland Cement Company to be placed on the next Agenda.

This Agreement covers the removal of material from the Oregon Portland Cement Company quarry. The material is to be used in connection with the Durkee-Malheur County Line Rock Production Contract.

The site is located in Section 15, Township 13 South, Range 44 East, W.M. on the Gales-Lime Section of the Old Oregon Trail Highway in Baker County.

Two copies of the Agreement should be executed by the Commission, if approved, and returned to us for further handling. The third copy is for your files.

1 copy in Suspense

Walter T. Wright
WALTER T. WRIGHT
Right of Way Engineer

DHM:zg

Attachments

Ⓐ
2 COPIES TO
BE SIGNED

R. E.

A

RECEIVED
MAY 29 1959

1-8317

5483

May 28, 1959

Cartwright Construction Company
Durkee, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 awarded to you State Highway Contract No. 5483 for the Durkee-Malheur County Line Rock Production Project on the Old Oregon Trail Highway in Baker County.

This award was based on your bid of $34,770 which was the low bid submitted to the Commission on May 26, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

RECEIVED
R 15 1959
FOR FILING
1-8317

5483

April 15, 1959

C. E. Lesseberg
201 Reece Ave.
Nyssa, Oregon

Dear Sir:

The Durkee-Malheur County Line Rock Production Project in Baker County was withdrawn from our April 14 bid opening late in the afternoon of April 13.

Attached is your proposal, which was opened but not read.

It is our understanding that this project will be readvertised at a future date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Attach.

RECEIVED
APR 15 1959
FOR FILING

April 15, 1959

Mr. Richard Beshey
Box 855
Othello, Wash.

Dear Sir:

The Durkee-Malheur County Line Rock Production Project in Baker County was withdrawn from our April 14 bid opening late in the afternoon of April 13.

Attached is your proposal, which was opened but not read.

It is our understanding that this project will be readvertised at a future date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:em
Attach.

RECEIVED
APR 15 1959
FOR FILING

April 15, 1959

Arthur Simonsen & Co.
2755 - 8th St.
Baker, Oregon

Gentlemen:

The Durkee-Malheur County Line Rock Production Project in Baker County was withdrawn from our April 14 bid opening late in the afternoon of April 13.

Attached is your proposal, which was opened but not read.

It is our understanding that this project will be readvertised at a future date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:em
Attach.

R

RECEIVED
PR 15 1959
FOR FILING

April 15, 1959

J. F. Konen Constr. Co., Inc.
715 "D" Street
Lewiston, Idaho

Gentlemen:

The Durkee-Malheur County Line Rock Production Project in Baker County was withdrawn from our April 14 bid opening late in the afternoon of April 13.

Attached is your proposal, which was opened but not read.

It is our understanding that this project will be readvertised at a future date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:em
Attach.

R

RECEIVED
APR 15 1959
FOR FILING

April 15, 1959

Dolan Construction Co.
P. O. Box 113
Tillamook, Oregon

Gentlemen:

The Durkee-Malheur County Line Rock Production Project in Baker County was withdrawn from our April 14 bid opening late in the afternoon of April 13.

Attached is your proposal, which was opened but not read.

It is our understanding that this project will be readvertised at a future date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:em
Attach.

RECEIVED
APR 15 1959
FOR FILING

R

April 15, 1959

Cartwright Construction Co.
Durkee
Oregon

Gentlemen:

The Durkee-Malheur County Line Rock Production Project in Baker County was withdrawn from our April 14 bid opening late in the afternoon of April 13.

Attached is your proposal, which was opened but not read.

It is our understanding that this project will be readvertised at a future date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]
Attach.

FORM E-129 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
[illegible] 1959
FOR FILING

April 2, 1959

TO PROSPECTIVE BIDDERS ON THE
DURKEE-MALHEUR CO. LINE
ROCK PRODUCTION PROJECT

Gentlemen:

This letter is to advise you of an addition to the Special Provisions for the above-named project on which bids are to be received in Salem on April 14, 1959. The addition has to do with the contractor's responsibility for haul road to quarry if the contractor elects to use said quarry.

On page 6 of the Special Provisions, the following provision will be added:

"Haul Road To Quarry:

The existing haul road to the hereinbefore described "Source of Acceptable Rock" runs through the property of the Oregon-Washington Railroad and Navigation Company, and, if the contractor elects to use this source, he shall either make his own arrangements with the railroad company for the rights to use the existing road through their property or shall construct a new haul road to the quarry across State-controlled property."

The above addition will be incorporated in the contract for the project and your bid will be understood to have been made accordingly.

Very truly yours,

W. C. WILLIAMS

State Highway Engineer

3-4213 Oregon City Arch Br. over 1959
#5484 Willamette R. (Maint. painting)

RECEIVED
OCT-5 1959
FOR FILING

3-4212

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 30, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5134	2 Final	C. H. Savage Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23932	54946	$ 4,645.10	9/28/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **80 workdays from June 7, 1959.**

Time Extensions: **None of record**

Completion Date: **August 19, 1959**

Date Accepted: **September 24, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **October 1, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 1 1959

NOTED ON CARD
LC

RECEIVED
SEP 18 1959

FOR FILING

[illegible]

5467

September 17, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5484 for maintenance painting the Oregon City Arch Bridge on the Oswego Highway in Clackamas County was completed by the contractor, C. H. Savage Co., on August 19, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $4,645.10 will be released to the contractor after acceptance by the Commission. The total contract amount is $12,481.04, of which amount $43.04 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

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JUL 13 1959
FOR FILING

3 11213

5484

FORM E-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 7, 1959

G. H. Savage Company
4126 SE Milwaukie Avenue
Portland
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5484, awarded May 28, 1959, for maintenance painting the Oregon City Arch Bridge on the Oswego Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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Encl.

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3-4213

5484

May 28, 1959

C. H. Savage Company
4126 S. E. Milwaukie Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 awarded to you State Highway Contract No. 5484 for maintenance painting on the Oregon City Arch Bridge over the Willamette River at Oregon City on the Oswego Highway in Clackamas County.

This award was based on your bid of $12,438 which was the low bid submitted to the Commission on May 26, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj
cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

I-5-2(21) Booth Ranch Truck Scale 1959
112 Site on Pac. Hwy.
#5485

RECEIVED
OCT 18 1960
FOR FILING

[illegible]

5485

[illegible] 5485

January 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending four copies of estimate as a basis for modification of project agreement for the Booth Ranch Truck Scale Site, Project No. I-5-2(21)112.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DAR:mm

Oregon State Highway Department

Federal Aid
Project No. I-5-2(21)112

BOOTH RANCH TRUCK SCALE SITE ON THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, January 5, 1960

Type Code Y007
Roadway (Sta. 3245+00)(Contract No. 5485)

Clearing and Grubbing	All	Required	$	$ 500.00
Drainage Excavation, Unclassified	60	cu. yds.	3.00	180.00
Embankment in Place	11,480	cu. yds.	1.18	13,546.40
Finishing Roadbed and Slopes	All	Required		500.00
8-inch Metal Drain Pipe	34	lin. ft.	2.25	76.50
12-inch Concrete Pipe	70	lin. ft.	2.00	140.00
18-inch Concrete Pipe	40	lin. ft.	3.40	136.00
24-inch Concrete Pipe	46	lin. ft.	4.80	220.80
30-inch Concrete Pipe	88	lin. ft.	6.30	554.40
12-inch Culvert End Sections	1	only	25.00	25.00
Guide Post, Type "Y-2"	26	only	5.50	143.00
Guide Post, Type "Y-3"	1	only	7.00	7.00
Coarse Crushed Material in Base	5,700	cu. yds.	2.90	16,530.00
3/4" - 0 Material in Base	740	cu. yds.	3.40	2,516.00
Sprinkling	280	M-gal.	3.00	840.00
Preparation of Base	All	Required		250.00
3/4" - 0 Material in Binder Course	50	cu. yds.	5.50	275.00
Furnishing and Placing Aggregates	150	cu. yds.	6.75	1,012.50
RC-3 Asphalt	10	tons	68.00	680.00
120-150 Asphalt	12	tons	65.00	780.00
RS-1 Asphalt	4	tons	75.00	300.00
Class "B" Asphaltic Concrete	1,250	tons	10.65	13,312.50
Asphaltic Concrete Traffic Markers	130	lin. ft.	1.35	175.50
9-inch Concrete Surfacing	120	sq. yds.	7.50	900.00
				$ 53,600.60
Flagging (57½% of Contractor's Cost)	All	Required		150.00
Signing (Temporary)	All	Required		1,500.00
				$ 55,250.60

Illumination and Signing (Sta. 3245+00)(Contract No. 5567)

Illumination and Signing	All	Required	$	$ 4,188.00

Subtotal	$ 59,438.60
10% Engr. & Cont.	5,943.40
Total	$ 65,382.00

Length of Project - - - - - - - - - 0.000 Mile

Federal Funds -	$ 60,300.00
State Funds -	5,082.00
	$ 65,382.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-2(21)112

BOOTH RANCH TRUCK SCALE SITE ON THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, November 13, 1959

Type Code Y007
Roadway (Sta. 3245+00)(Contract No. 5485)

Clearing and Grubbing	All	Required		$ 500.00
Drainage Excavation, Unclassified	60	cu. yds.	$3.00	180.00
Embankment in Place	11,480	cu. yds.	1.18	13,546.40
Finishing Roadbed and Slopes	All	Required		500.00
8-inch Metal Drain Pipe	34	lin. ft.	2.25	76.50
12-inch Concrete Pipe	70	lin. ft.	2.00	140.00
18-inch Concrete Pipe	40	lin. ft.	3.40	136.00
24-inch Concrete Pipe	46	lin. ft.	4.80	220.80
30-inch Concrete Pipe	88	lin. ft.	6.30	554.40
12-inch Culvert End Sections	1	only	25.00	25.00
Guide Post, Type "Y-2"	26	only	5.50	143.00
Guide Post, Type "Y-3"	1	only	7.00	7.00
Coarse Crushed Material in Base	5,700	cu. yds.	2.90	16,530.00
3/4" - 0 Material in Base	740	cu. yds.	3.40	2,516.00
Sprinkling	280	M-gal.	3.00	840.00
Preparation of Base	All	Required		250.00
3/4" - 0 Material in Binder Course	50	cu. yds.	5.50	275.00
Furnishing and Placing Aggregates	150	cu. yds.	6.75	1,012.50
RC-3 Asphalt	10	tons	68.00	680.00
120-150 Asphalt	12	tons	65.00	780.00
RS-1 Asphalt	4	tons	75.00	300.00
Class "B" Asphaltic Concrete	1,250	tons	10.65	13,312.50
Asphaltic Concrete Traffic Markers	130	lin. ft.	1.35	175.50
9-inch Concrete Surfacing	120	sq. yds.	7.50	900.00
				$ 53,600.60
Flagging (57½% of Contractor's Cost)	All	Required		150.00
Signing (Temporary)	All	Required		1,500.00
				$ 55,250.60

Illumination and Signing (Sta. 3245+00)

Illumination and Signing	All	Required		$ 4,400.00
	Subtotal			$ 59,650.60
	10% Engr. & Cont.			5,965.06
			Total	$ 65,615.66

Length of Project - - - 0.000 Mile

Federal Funds	$ 60,600.00
State Funds	5,015.66
	$ 65,615.66

A

RECEIVED
[illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 28, 1959

J-5-2(21)112		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5485	4 Final	Inter City Sand & Gravel Co. Inc.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
31522	133810	$ 1,596.16 12-28-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **50 workdays from June 10, 1959**

Time Extensions: **None of record**

Completion Date: **August 29, 1959**

Date Accepted: **November 5, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **December 29, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: DEC 29 1959

NOTED ON CARD
dc

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DEC - 1 1959
FOR FILING

[illegible]

5485

December 3, 1959

United Pacific Insurance Company
Fidelity & Surety Department
United Pacific Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5485 for grading-paving the Booth Ranch Truck Scale Site on the Pacific Highway in Douglas County was completed by the contractor, Inter City Sand & Gravel Co. Inc., on August 29, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $1,596.16 will be released to the contractor on or after December 14, 1959. The total contract amount is $49,512.04, of which amount $152.26 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Form E-1—(Rev.)—

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OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 3, 1959

Section Booth Ranch Truck Scale Site.

Highway Pacific County Douglas

Contractor Inter-City Sand & Gravel Co.

Date of contract May 28, 1959

Date work started June 8, 1959

Project authorization $71,287.14

Exclusive of engineering $66,217.84

Kind of work Grading & Paving

Section prefix 610-1060

Contract number 5485

Specified work days 50

Work days used 55

Per cent of time elapsed 110 %

Estimated cost of completed project, exclusive of engineering $49,568.30

Estimated per cent ~~overrun or~~ underrun 15.4 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $5,069.30

Engineering cost to date $4,938.77, 97.43 %

Date project was completed Aug. 29, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	-----

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final Estimate submitted to Division Office Sept. 30th.
This will be final weekly report.

CONSTRUCTION DIVISION
RECEIVED
OCT 5 1959
NOTED CE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed J R Hagedorn

John R. Hagedorn Res. Eng'r

Address Roseburg, Oreg. Box 551

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.51	0.51		0.51	0.51
Miles partially completed					
Miles completed	0.51	0.51		0.51	0.51
Total estimated quantities (contract)	11,480	6,440		26 ton 150 cy	1,250
Total quantities corrected to date	11,766	4,700		25 ton 175 cy.	1,104
Estimated quantities moved or placed to date	11,766	4,700		"	1,104
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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SEP 29 1959
FOR FILING

5485

September 28, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Inter-City Sand & Gravel Co. Inc., a portion of the funds heretofore retained by the Commission on contract #5485 for grading-paving the Booth Ranch Truck Scale Site Section on Pacific Highway in Douglas County.

This payment, in the amount of $18,262.68, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,481.93. The present payment will be released on or after October 8, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

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SEP 29 1959
FOR FILING
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5425

September 28, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: I-5-2 (21)112
Booth Ranch Truck Scale Site

Dear Sir:

In accordance with your letter of September 3, we have investigated the apparent discrepancies on the payroll of the Inter-City Sand and Gravel Company with particular reference to William H. Sheppard and Lewis Bintliff. I am attaching copies of reports from our Resident Engineer and the contractor, which, I believe, will clarify the matters referred to.

Corrected copies of the payrolls had been submitted to your office previously.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

EAP:law fn

OREGON STATE HIGHWAY DEPARTMENT
[illegible]

Roseburg, Oregon
Sept. 15, 1959

SUBJECT: Payrolls, Booth Ranch Truck Scale Site
I-5-[illegible]
W. H. Shephard
Lewis Bintliff
08-35.4

[illegible] L. Morgan
Division Engineer

The Bureau of Public Roads has requested investigations of payroll discrepancies concerning the two men shown above.

In the case of Mr. Shephard, a previous communication from the B.P.R., dated July 29, 1959, stated that he was interviewed and then did not appear on a payroll for that period. The latest letter from the B.P.R., dated September 3, 1959, acknowledges receipt of the supplementary payroll from the contractor which carries Mr. Shephard as a laborer, instead of a truck driver as he stated when interviewed by the B.P.R. Area Engineer. Attached are copies of a letter from the contractor, along with my original letter concerning the payroll discrepancy as regards Mr. Shephard, which should clear up the matter.

In the case of Mr. Bintliff, the situation is identical with that of Mr. Shephard. Mr. Bintliff was working on two separate projects, Booth Ranch Truck Scale Site and East Unit, Garden Valley Road. As the contractor's letter states, Mr. Bintliff's time was erroneously charged to the Garden Valley job.

The contractor has submitted a corrected copy of the payroll which now includes Mr. Bintliff, and which I am forwarding to the Construction Office in Salem.

John R. Hagedorn
Res. Engr.

[illegible]

INTER-CITY SAND & GRAVEL CO.
EUGENE AND SPRINGFIELD-OREGON
[illegible] FRANKLIN BLVD. · EUGENE, OREGON
PHONE DIAMOND [illegible]

September 14, 1959

Mr. John R. Hagedorn
Resident Engineer
Oregon State Highway Commission
Roseburg, Oregon

Re: I-5-2(21)117
W. E. Sheppard
Lewis Bintliff

Dear Sir:

In answer to our Telephone conversation this morning in regards to your Letters from Mr. Polk's Office governing the Pay Roll Transcripts covering Mr. W. E. Sheppard and Lewis Bintliff, First I will say that Mr. Sheppard was employed by us for various jobs as a Labor and Truck Driver. He was paid according to classifications the Time cards show and the time in question and when being interviewed, He shows no Truck time, no Truck No. and was doing Laborers work so would assume the [illegible] scale to prevail. Secondly Mr. Bintliff working for us in the Roseburg area as a Labor shows no Breakdown on his time card, so I naturally charged his time on other jobs.

Yours truly,

Inter-City Sand & Gravel Co., Inc.

By

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

408 State Highway Bldg.
Salem, Oregon

When replying, refer to
08-35.4

September 3, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Payrolls, Booth Ranch Truck Scale
Site I-5-2(21)112

Dear Sir:

In our letter of July 29, 1959 we called attention to the fact that one Wm. H. Shephard, whom we had interviewed for labor compliance on the above project on June 19, 1959, was not carried on the payroll, for this period, of prime contractor Inter-City Sand & Gravel, for whom Mr. Shephard claimed to have been working as a truck driver at $3.10 per hour. We have subsequently received a corrected payroll for the period June 14-20, 1959, showing Mr. Shephard as having worked on the above project on June 19, 1959. However, he is carried as a general laborer at $2.65 per hour rather than as a truck driver at $3.10 per hour as stated in the interview.

On July 14, 1959, one Lewis Bintliff was interviewed for labor compliance on the above project. He stated that he was employed by Inter-City Sand & Gravel as a laborer at $2.65 per hour. The payroll from Inter-City Sand & Gravel for this period does not carry Mr. Bintliff.

Your assistance in checking into these discrepancies is requested.

Very truly yours,

C. G. Polk
Division Engineer

CONSTRUCTION DIVISION
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5485

September 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 29, 1959, on Contract No. 5485, Booth Ranch Truck Scale Site Section, in Douglas County, in connection with Federal Aid Project No. I-5-2(21)112.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

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FOR FILING

54

When replying, refer to
08-35.4

408 State Highway Bldg.
Salem, Oregon

September 3, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Payrolls, Booth Ranch Truck Scale
Site I-5-2(21)112

Dear Sir:

In our letter of July 29, 1959 we called attention to the fact that one Wm. H. Shephard, whom we had interviewed for labor compliance on the above project on June 19, 1959, was not carried on the payroll, for this period, of prime contractor Inter-City Sand & Gravel, for whom Mr. Shephard claimed to have been working as a truck driver at $3.10 per hour. We have subsequently received a corrected payroll for the period June 14-20, 1959, showing Mr. Shephard as having worked on the above project on June 19, 1959. However, he is carried as a general laborer at $2.65 per hour rather than as a truck driver at $3.10 per hour as stated in the interview.

On July 14, 1959, one Lewis Bintliff was interviewed for labor compliance on the above project. He stated that he was employed by Inter-City Sand & Gravel as a laborer at $2.65 per hour. The payroll from Inter-City Sand & Gravel for this period does not carry Mr. Bintliff.

Your assistance in checking into these discrepancies is requested.

Very truly yours,

C. G. Polk
Division Engineer

orig
Porter

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
SEP - 3 1959

September 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads'
Room 408 State Highway Bldg.
Salem, Oregon

Dear Mr. Polk:

We are transmitting with this letter, a plan showing a proposed illumination and sign installation at the Booth Ranch Truck Scale Site in the Shady-Canyonville Section of US99. The illumination plan shows that a mercury-vapor luminaire is proposed on the deceleration lane and on the acceleration lane. The one unit at the deceleration lane is used to mark the ramp entrance and the area immediately preceding the gore point. It is felt that this luminaire is justified in order that trucks may be provided with a positive indication of where the gore point is located. This will provide safer nighttime operation for trucks leaving the highway destined for the scale house.

The unit on the acceleration lane is provided for a more safe operation of highway traffic. This luminaire is located in the acceleration lane such that it will provide highway traffic with good night visibility of any truck using the acceleration lane prior to the time at which the truck enters the highway lane proper.

There is also shown on the plan two mercury-vapor luminaires located on the highway line on both sides of the scale house location. These luminaires are proposed in order that the weighmaster may have nighttime visibility of any truck who is illegally trying to evade the weighing operations. Also shown on the plan are two fluorescent luminaires located on both sides of the scale house platform. These luminaires are located such that the scale house operator will be provided with adequate illumination as he proceeds with his weighing and measuring duties. Fluorescent units are proposed at this location for two reasons. It is felt that the fluorescent light source will provide a more comfortable glare free illumination in which the scale house operator is working. It will also be less distracting to throughbound highway vehicles since these fluorescent units are of the semi-hidden light source type.

The signing shown on the plan consists of an advance Part-Time Restriction sign carrying the message "TRUCKS PROCEED TO SCALES". A Part-Time Restriction sign is used in this instance since the scale house is not in operation 24 hours a day. It is, therefore, most desirable to have the sign message visible only during the hours of weighing operations. The

NOTED
G. S. PAXSON

Part-Time Restriction sign consists of a motor driven screen on which the sign legend is imprinted. The sign has an interior type of illumination such that good visibility is provided at night.

It is anticipated that this illumination and signing project will be installed under an extra work order on the existing contract. Your early review of this plan will be appreciated.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By Original Signed by
F. B. CRANDALL
F. B. Crandall
Traffic Engineer

LEG:jj
Attachment
bcs G. S. Paxson
Tom Edwards
R. L. Porter

RECEIVED

When replying, refer to
08-35.4

I-5-2(21)112

5415

408 State Highway Bldg.
Salem, Oregon

July 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Payrolls, Booth Ranch Truck Scale
Site, I-5-2(21)112

Dear Sir:

On June 19, 1959 one Wm. H. Shephard was interviewed for labor compliance on the above project. Since that time payrolls for this period have been received from the prime contractor, Inter-City Sand & Gravel, for whom Mr. Shephard claimed to have been working as a truck driver at $3.10 per hour. Shephard is not carried on any Inter-City Sand & Gravel payroll nor is he carried on the payroll of subcontractors R. J. Rupert & W. C. Sullivan.

Your assistance in checking into this matter is requested.

Very truly yours,

C. G. Polk
Division Engineer

Orig
Porter

FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL 15 1959
FOR FILING
I-5-2(21)112
5485

July 15, 1959

Inter-City Sand & Gravel Company, Inc.,
3698 Franklin Blvd.,
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5485, awarded May 28, 1959, for grading-paving the Booth Ranch Truck Scale Site on Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

7-1-59 A

RECEIVED JUL 1959

FOR FILING

Monthly Transaction No. 7-7	Fo -2 (9- 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
		County Douglas
Project Report No. 5 I-5-2(21)112	**FEDERAL-AID PROJECT AGREEMENT**	Project No. I-5-2(21)112

5475

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Booth Ranch Truck Scale Site at approx. south end of B.F.I. 78(23) (approx. 1.4 miles south of Umpqua River) on U.S. 99

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-31-59	0.0
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 66,276	$ 61,200

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Assistant~~ **State Highway Engineer**
(title)

By ____________________

____
(title)

By ____________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 1, 1959**

USComm-DC 40257

June 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Booth Ranch Truck Scale Site, Project No. I-5-2(21)112.

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

June 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Booth Ranch Truck Scale Site, Project No. I-5-2(21)112.

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

Oregon State Highway Department

Federal Aid
Project No. I-5-2(21)112

[illegible]

[illegible] COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 10, 1959

Type Code Y007
[illegible] (Sta. 3245+00)(Contract No. 5485)

Clearing and Grubbing	All	Required		$ 500.00
Drainage Excavation, Unclassified	60	cu. yds.	$ 3.00	180.00
Embankment in Place	11,480	cu. yds.	1.18	13,546.40
Finishing Roadbed and Slopes	All	Required		500.00
8-inch Metal Drain Pipe	34	lin. ft.	2.25	76.50
12-inch Concrete Pipe	70	lin. ft.	2.00	140.00
18-inch Concrete Pipe	40	lin. ft.	3.40	136.00
24-inch Concrete Pipe	46	lin. ft.	4.80	220.80
30-inch Concrete Pipe	88	lin. ft.	6.30	554.40
12-inch Culvert End Sections	1	only	25.00	25.00
Guide Post Type "Y-2"	26	only	5.50	143.00
Guide Post Type "Y-3"	1	only	7.00	7.00
Course Crushed Material in Base	5,700	cu. yds.	2.90	16,530.00
3/4" - 0 Material in Base	740	cu. yds.	3.40	2,516.00
Sprinkling	280	M-gal.	3.00	840.00
Preparation of Base	All	Required		250.00
3/4" - 0 Material in Binder Course	50	cu. yds.	5.50	275.00
Furnishing and Placing Aggregates	150	cu. yds.	6.75	1,012.50
RC-3 Asphalt	10	tons	68.00	680.00
120-150 Asphalt	12	tons	65.00	780.00
RS-1 Asphalt	4	tons	75.00	300.00
Class "B" Asphaltic Concrete	1,250	tons	10.65	13,312.50
Asphaltic Concrete Traffic Markers	130	lin. ft.	1.35	175.50
9-inch Concrete Surfacing	120	sq. yds.	7.50	900.00
				$53,600.60
Flagging (57½% of Contractor's Cost)	All	Required		150.00
Signing	All	Required		1,500.00
Lighting	All	Required		5,000.00
		Subtotal		$60,250.60
		10% Engr. & Cont.		6,025.06
		Total		$66,275.66

Length of Project - - - - 0.000 Mile

Federal Funds -	$61,200.00
State Funds -	5,075.66
	$66,275.66

Oregon State Highway Department

Federal Aid
Project No. I-5-2(21)112

BOOTH RANCH TRUCK SCALE SITE ON THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 6, 1959

Type Code 6201
Roadway (Sta. 3245+00)

Clearing and Grubbing	All Required	$	$ 500.00
Drainage Excavation, Unclassified	60 cu. yds.	4.00	240.00
Embankment in Place	11,480 cu. yds.	0.95	10,906.00
Finishing Roadbed and Slopes	All Required		500.00
8-inch Metal Drain Pipe	34 lin. ft.	2.50	85.00
12-inch Concrete Pipe	70 lin. ft.	2.50	175.00
18-inch Concrete Pipe	40 lin. ft.	4.50	180.00
24-inch Concrete Pipe	46 lin. ft.	6.00	276.00
30-inch Concrete Pipe	88 lin. ft.	8.50	748.00
12-inch Culvert End Sections	1 only	25.00	25.00
Guide Post, Type "Y-2"	26 only	5.50	143.00
Guide Post, Type "Y-3"	1 only	6.50	6.50
Type 2 Fence	22 rods	6.00	132.00
Coarse Crushed Material in Base	5,700 cu. yds.	3.25	18,525.00
3/4" - 0 Material in Base	740 cu. yds.	3.75	2,775.00
Sprinkling	280 M-gal.	3.00	840.00
Preparation of Base	All Required		500.00
3/4" - 0 Material in Binder Course	50 cu. yds.	5.00	250.00
Furnishing and Placing Aggregates	150 cu. yds.	5.25	787.50
RC-3 Asphalt	10 tons	60.00	600.00
120-150 Asphalt	12 tons	60.00	720.00
RS-1 Asphalt	4 tons	75.00	300.00
Class "B" Asphaltic Concrete	1,250 tons	10.00	12,500.00
Asphaltic Concrete Traffic Markers	130 lin. ft.	1.00	130.00
9-inch Concrete Surfacing	120 sq. yds.	8.50	1,020.00
			$ 52,864.00
Flagging (57½% of Contractor's Cost)	All Required		150.00
Signing	All Required		1,500.00
Lighting	All Required		5,000.00
	Subtotal		$ 59,514.00
	10% Engr. & Cont.		5,951.40
	Total		$ 65,465.40

Length of Project - - - - 0.000 Mile

Federal Funds -	$ 60,000.00
State Funds -	5,465.40
	$ 65,465.40

Oregon State Highway Department

Federal Aid
Project No. I-5-2(21)112

BOOTH RANCH TRUCK SCALE SITE ON
THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 7, 1959

Type Code 6201
Roadway (Sta. 3245+00)

Clearing and Grubbing	All Required	$	$ 500.00
Drainage Excavation, Unclassified	60 cu. yds.	4.00	240.00
Embankment in Place	11,480 cu. yds.	0.95	10,906.00
Finishing Roadbed and Slopes	All Required		500.00
8-inch Metal Drain Pipe	34 lin. ft.	2.50	85.00
12-inch Concrete Pipe	70 lin. ft.	2.50	175.00
18-inch Concrete Pipe	40 lin. ft.	4.50	180.00
24-inch Concrete Pipe	46 lin. ft.	6.00	276.00
30-inch Concrete Pipe	88 lin. ft.	8.50	748.00
12-inch Culvert End Sections	1 only	25.00	25.00
Guide Post, Type "Y-2"	26 only	5.50	143.00
Guide Post, Type "Y-3"	1 only	6.50	6.50
Coarse Crushed Material in Base	5,700 cu. yds.	3.25	18,525.00
3/4" - 0 Material in Base	740 cu. yds.	3.75	2,775.00
Sprinkling	280 M-gal.	3.00	840.00
Preparation of Base	All Required		500.00
3/4" - 0 Material in Binder Course	50 cu. yds.	5.00	250.00
Furnishing and Placing Aggregates	150 cu. yds.	5.25	787.50
RC-3 Asphalt	10 tons	60.00	600.00
120-150 Asphalt	12 tons	60.00	720.00
RS-1 Asphalt	4 tons	75.00	300.00
Class "B" Asphaltic Concrete	1,250 tons	10.00	12,500.00
Asphaltic Concrete Traffic Markers	130 lin. ft.	1.00	130.00
9-inch Concrete Surfacing	120 sq. yds.	8.50	1,020.00
			$ 52,732.00
Flagging (57½% of Contractor's Cost)	All Required		150.00
Signing	All Required		1,500.00
Lighting	All Required		5,000.00
	Subtotal		$ 59,382.00
	10% Engr. & Cont.		5,938.20
	Total		$ 65,320.20

Length of Project - - - - - - 0.000 Mile

Federal Funds -	$ 60,000.00
State Funds -	5,320.20
	$ 65,320.20

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JUL - 1 1959
FOR FILING
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June 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Booth Ranch Truck Scale Site Section of the Pacific Highway in Douglas County, Contract No. 5465, in connection with Federal Aid Project No. I-5-2(21)112.

This work is necessary for the routing and guidance of traffic. This order is in addition to that required of the contractor and will not relieve him of his responsibility to furnish warning signs, lights and barricades for the protection of traffic and workmen.

This was an anticipated item and funds were included in the Project Authorization.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DBP:jb
Encl.

RECEIVED
JUN 18 1959
FOR FILING
I-5-2(21)112
5485

June 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This to advise you that work was started on June 8, 1959, on Contract No. 5485, Booth Ranch Truck Scale Site Section, in Douglas County, in connection with Federal Aid Project No. I-5-2(21)112.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

RECEIVED
JUN 15 1959
FOR FILING

I 5 2(21)112

5485

June 12, 1959

Oregon State Highway Commission

Gentlemen:

Authorization was granted for the establishment of a construction speed zone on the Booth Ranch Truck Scale Site on the Pacific Highway, south of Roseburg, effective 8:00 A.M., June 8, 1959. This speed zone is necessary to control traffic movements on the freeway during the construction of the truck scale site. The zone is to extend from M.P. 206.9, Engineer's Station 3225+50, to M.P. 208.0, Engineer's Station 3283+00.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. F. B. Crandall

JAH:bb ae

RECEIVED
JUN 11 1959

~~FOR FILING~~
I 5 2(21) 112

5485

A

June 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's participation in flagging costs on the Booth Ranch truck scale site Section of the Pacific Highway in Douglas County, Contract No. 5485, in connection with Federal Aid Project No. I-5-2(21)112.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:br
Enc.

RECEIVED
MAY 29 1959
[illegible]
[illegible]
5485

May 28, 1959

Inter City Sand and Gravel Company
3698 Franklin Blvd.
Eugene, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 awarded to you State Highway Contract No. 5485 for grading and paving of the access road to the Booth Ranch Truck Scale Site on the Pacific Highway in Douglas County.

This award was based on your bid of $56,716.35 which was the low bid submitted to the Commission on May 26, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

RECEIVED

I-5-2(21)112

When replying, refer to:
08-35.4-0

5485

408 State Highway Bldg.
Salem, Oregon

May 28, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5485 for Oregon Project I-5-2(21)112, Booth Ranch Truck Scale Site, Pacific Highway, to Inter City Sand & Gravel Co., of Eugene, Oregon, low bidder in the amount of $56,716.35, at the May 26, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Orig Peltier

FILED

RECEIVED
MAY 12 1959
FOR FILING

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I-5-2(21)112

5485 When replying, refer to
08-35.4

May 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We are today approving the P. S. & E. documents for Oregon Project I-5-2(21)112, Booth Ranch Truck Scale Site, Pacific Highway, Douglas County (Grading & paving).

This approval is given with the understanding that standard Drawing No. 2106, "Guide Post Detail-Entrance and Exit Ramps," will be revised and guide posts installed in accordance with AASHO Manual for Signing and Pavement Marking of the National System of Interstate and Defense Highways.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

Robert

RECEIVED
MAY 12 1959
OFFICE OF
STATE HIGHWAY ENGINEER

F-144(12)FH Const. reinf. conc. 1959
lining in Cape Cr. Tunnel
45486 on Ore. Coast Hwy.

RECEIVED
AUG [illegible] - 1959
FOR FILING

August 4, 1959

Oregon State Highway Commission

Gentlemen:

Re: Cape Creek Tunnel Lining
Contract No. 5486
Teeples & Thatcher, low bidder

At the meeting of the Highway Commission on May 28, the Cape Creek Tunnel Lining contract was awarded to Teeples & Thatcher of Portland on its low bid of $100,500. Under date of June 10, Teeples & Thatcher advised that it had discovered an error in its bid and had decided not to accept the award of contract. A check in the amount of $5,025, which is the amount of the bid bond, was enclosed.

It is recommended that we accept this check and readvertise the project at a future bid opening.

Very truly yours,

W. C. Williams
State Highway Engineer

CSP:gm me

cc Mr. G. S. Paxson
Mr. Ivan D. Merchant
Mr. C. H. Maison

FORM E-30X—50M—11-55—60228

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 30, 1959

SUBJECT: Contract No. 5486
Teeples & Thatcher

To:
Mr. W. C. Williams
State Highway Engineer
BUILDING

Teeples & Thatcher on June 12 submitted a check in the amount of $5,025, in lieu of their proposal bond on the Cape Creek Tunnel lining job, Contract No. 5486.

They apparently decided that their bid was too low, but did not ask that any favors be granted. They merely sent in their check. This matter did not appear on the agenda for July 2 and 3, but I believe that it should be included on the August 13 agenda, if you so desire.

Floyd Query

Floyd Query
Secretary

FQ:ms

advised Query to put on agenda
Paxson to draft letter to Com for
Williams signature.

Rfer to G.S.P. then WCW.

RECEIVED
JUL 31 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
S. PAXSON

A

RECEIVED
JUN 12 1959
FOR FILING

F144.15)F4

54A

June 11, 1959

Teeples and Thatcher, Contractors
8850 S. E. Otty Road
Portland 66, Oregon

Attention: W. E. Thatcher

Gentlemen:

This is to acknowledge receipt of your letter of June 10 addressed to Mr. Ivan D. Merchant and to which was attached your check, number 4092, in the amount of $5,025. Your letter states that an error was discovered in your bid for the Cape Creek Tunnel Lining Project, in the amount of $100,580, Contract Number 5486, on which project bids were received May 26, and that you do not wish to enter into the contract.

Copies of your letter are being forwarded to the New Hampshire Fire Insurance Company who furnished your proposal bid bond, and to the State Highway Engineer for their information and such action as may be necessary.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: W. C. Williams
I. D. Merchant
C. H. Maison

New Hampshire Fire Insurance Company
W. Dee Morton
2005 N. E. 42nd
Portland, Oregon

KARL D. TEEPLES
Res. ATlantic 7-6691

W. E. THATCHER
Res. ALpine 4-9650

Teeples & Thatcher, Contractors

Buildings, Millwork and Cabinets
General and Heavy Construction

Phone Number
PRospect 5-4374

8850 S.E. OTTY ROAD
PORTLAND 66, ORE.

June 10, 1959

State of Oregon
State Highway Department
Salem, Oregon

Re: Cape Creek Tunnel Lining
Job # 3961-A

Attn: Ivan D. Merchant, Bridge Engineer

Gentlemen:

We wish to advise you that we have discovered an error in our bid, and we have decided not to enter into a contract for the Cape Creek Tunnel Lining job #3961-A.

We are enclosing our check in the amount of $5025.00 covering the bid security.

Very truly yours,
TEEPLES & THATCHER

W. E. Thatcher
W.E. Thatcher

WET/hr

NOTED
I. D. MERCHANT

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUN - 9 1959
FOR FILING

June 8, 1959

Teeples & Thatcher
8850 SE Otty Road
Portland 66
Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission, as follows:

> Contract #5486, awarded May 28, 1959, for concrete lining the Cape Creek Tunnel on the Oregon Coast Highway in Lane County.

Please execute two of these copies as to contract and bond, and return both copies to this office for execution by the Highway Commission. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT SO IT WILL NOT BE NECESSARY TO RETURN THE FORMS TO YOU FOR CORRECTION.

The third copy of the contract, on the cover of which is stamped "ADVANCE COPY to be Retained by Contractor," is furnished for your information pending receipt of a copy containing the signatures of the State Highway Commission.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Encl.

F 144 (12) When replying, refer to:
08-35.4-0

5486

408 State Highway Bldg.
Salem, Oregon

May 28, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5486 for Oregon Project F-144(12)FH, Cape Creek Tunnel Lining, Oregon Coast Highway, to Teeples & Thatcher of Portland, Oregon, low bidder in the amount of $100,500.00, at the May 26, 1959 bid opening.

Very truly yours,

C. O. Polk
Division Engineer

Orig. Carter

A

RECEIVED
MAY [illegible]

FOR FILING

[illegible]

5486

May 28, 1959

Teeples & Thatcher
885 S. E. Otty Road
Portland 66, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 awarded to you State Highway Contract No. 5486 for construction of reinforced concrete lining inside existing timber lining in Cape Creek Tunnel on Oregon Coast Highway in Lane County.

This award was based on your bid of $100,500 which was the low bid submitted to the Commission on May 26, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAY 12 1959
FOR FILING
F-144 (12) FH

5486

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.6

May 8, 1959

Mr.W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-144(12)FH, Cape Creek Tunnel, on the Oregon Coast Highway.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

Probert.

RECEIVED
MAY 12 1959
OFFICE OF
STATE HIGHWAY ENGINEER

24-1610 Salem Traffic Signals 1959

#5487

C4A #2088 [illegible]-7-59

RECEIVED
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

November 12, 1959

24-1610			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5487	3 Final	Electric Corporation	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27358	91103	$ 4,657.50	11-9-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 80 workdays from June 7, 1959

Time Extensions: None of record

Completion Date: October 13, 1959

Date Accepted: November 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: November 12, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: NOV 13 1959

NOTED ON CARD

A

RECEIVED
OCT 29 1959
FOR FILING

24-1610

5487

October 28, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5487 for traffic signal installation in Salem on the Silver Creek Falls Secondary Highway and Pacific Highway, Marion County, was completed by the contractor, Electric Corporation, on October 13, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $4,657.50 will be released to the contractor after acceptance by the Commission. The total contract amount is $16,438.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
JUN 25 1959
FOR FILING
24-1610
5487

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

June 24, 1959

Electric Corporation
1270 Wilber Street SE
Salem
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5487, awarded May 28, 1959, for traffic signal installation in Salem on the Silver Creek Falls and Pacific Highways in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

A

RECEIVED
JUN - 4 1959
FOR FILING
[illegible]
5487

June 1, 1959

CERTIFIED MAIL

Rochat Electric Co.
4636 N. Williams Ave.
Portland, Oregon

Gentlemen:

We are enclosing the following checks, which were submitted as proposal guarantees at the bid letting of May 26, 1959. As you were not the first or second low bidder on either of these jobs we are returning the checks to you:

1. Cashier's Check No. 117150 in the amount of $1,245.00 for Salem Traffic Signals in Marion County. (Contract 5487)

2. Cashier's Check No. 117151 in the amount of $223.00 for Murray Road Intersection Illumination in Washington County. (Contract 5490)

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

Enc.
fp

A

RECEIVED
MAY 29 1959
FOR FILING
4-1610

5487

May 28, 1959

Electric Corporation
P. O. Box 266
Salem, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 awarded to you State Highway Contract No. 5487 for installation of traffic signals at three intersections and revise existing signals at 14 intersections in the City of Salem, Marion County.

This award was based on your bid of $16,260 which was the low bid submitted to the Commission on May 26, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Merchant

RECEIVED
MAY 18 1959
FOR FILING
24-1610

5487

Salem, Oregon
May 7, 1959

MISC. CONTRACTS and
AGREEMENTS No. 2088

Traffic Signal Installations
Pacific Highway East Business Route and
Silver Creek Falls Highway
City of Salem

Salem

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: Robert H. Prange
Field Engineer

Attached is a conformed copy of an agreement with the City of Salem covering the traffic signal installations on the Pacific Highway East Business Route and Silver Creek Falls Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Salem, Oregon.

Secretary

rn
Enc.

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 1, 1959
Salem, Oregon

SUBJECT: Traffic Signal Installations
Pacific Highway East Business Route and
Silver Creek Falls Highway
City of Salem

To: Mr. P. M. Stephenson
OFFICE

Attached are three copies of a traffic signal agreement covering the above subject. Two copies of the agreement have been signed by the proper city officials and after having received your signature of approval may be presented to the Highway Commission.

C. G. Swenson
Engineer, County & City Relations

By

Robert H. Prange
Robert H. Prange
Field Engineer

RHP:cg

Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-11-58 Min Page 27

Secretary

RECEIVED
MAY 8 - 1959
FOR FILING

24-1010

5487

May 7, 1959

Mr. Alfred Mundt
City Recorder
City Hall
Salem, Oregon

Dear Sir:

We are enclosing for the records and files of the City of Salem a fully executed copy of an agreement between the State Highway Commission and the City of Salem covering the traffic signal installation on the Pacific Highway East Business Route and Silver Creek Falls Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
MAY 11 1959

FOR FILING
24-1010
5487

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1959

SUBJECT: State-City Agreement
Traffic Signal Installations
US99 Business Route
Silver Creek Falls Highway
Salem

To: C. G. Swenson
County & City Relations Engr.
Office

There are attached eight copies of the State-City Agreement for the above mentioned traffic signal installation. These Agreements have been checked, and have been found to be correct.

Will you care for further processing of these Agreements. It is most desirable that they be delivered to the City of Salem, in order that the City Council might consider them on their Monday, April 27, 1959, council meeting.

J. Al Head
Assistant Traffic Engineer

LBG:jj
Attachment
cc: G. S. Paxson

TED

RECEIVED
[illegible] 21 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
59
FOR FILING
[illegible]
To: 5487

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1959

SUBJECT: Preparation of State-City Agreement
Proposed Traffic Signal Installation
US99 Business Route
Silver Creek Falls Highway
Salem

To:
Leonard I. Lindas
Chief Counsel
Office

The State Highway Commission at its meeting of December 11, 1959, approved the installation of traffic signals at certain intersections on the Silver Creek Falls Highway and on US99 Business Route in the city of Salem. Will you please prepare the necessary State-City Agreement.

In the way of material to be included in the agreement, I offer the following:

1. Two highways are involved, (1) the Pacific Highway East, No. 1E, US99 Business Route, routed through the city of Salem as a one-way couplet. The portion of this couplet within the work area consists of Center Street for eastbound traffic and Marion Street for westbound traffic. (2) the Silver Creek Falls Highway, No. 163, which in the easterly part of the city of Salem is routed over State Street.

2. It is planned to do the following work:

   a. Install fixed-time traffic signals complete with interconnection to the existing signal system at the following intersections:

      Winter and Center Streets
      Winter and Marion Streets
      State and 14th Streets

   b. Revise existing traffic signal head installations at the following intersections:

      Marion and Commercial Streets
      Marion and Liberty Streets
      Marion and High Streets
      Center and Commercial Streets
      Center and Liberty Streets
      Chemeketa and Liberty Streets
      Chemeketa and Commercial Streets
      Commercial and State Streets
      Commercial and Court Streets
      Liberty and State Streets
      Liberty and Court Streets
      Ferry and Commercial Streets
      Ferry and Liberty Streets
      Summer and Center Streets

3. The work to be done is estimated to cost $19,000.

4. The State shall make the installation either with its own forces or by contract, and in the first instance pay all costs thereof. The final cost shall be borne by the City and the State as outlined below.

5. Of the estimated cost, the total cost for the traffic signal is $18,500, and this cost shall be shared equally by the City and the State. In addition, three of the poles will be used jointly for the support of traffic signal heads and luminaire units. These poles are located in the northeast quadrant of Marion and Winter Streets, in the southeast quadrant of Center and Winter Streets and in the northeast quadrant of Center and Winter Streets. The additional cost occasioned by the necessity for extre length poles is estimated to be $500, and this cost shall be borne entirely by the City of Salem.

6. The City of Salem shall obtain from the local Power Company all necessary permits and permission to make the necessary pole attachments required for the completion of this project.

7. The City, when returning the signed agreements, shall submit its check for $9,750.

8. It is agreed between the two parties to this contract that at such time as the equipment installed under this agreemnt is in need of replacement, the cost of such replacement shall be shared on the same basis as the original installation.

9. The City shall not make any changes in the traffic signal timing without prior written consent from the State.

It is planned to let this installation to contract at the bid letting on May 5, 1959. Thus, it would be appreciated if we could have the completed agreements in time for consideration by the Salem City Council at its meeting on April 27.

If, after preparation, you will submit the agreements to this office we will check them and prepare for further processing.

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

RECEIVED
1959
OFFICE OF
[illegible] ENGINEER

Attachments
LEG:jv:njs

cc: G. S. Paxson
Clarence Swenson

RECEIVED
JAN 9 - 1959
FOR FILING

64-1612

5487

R

12/11
4f-2

December 17, 1958

Salem

Mr. J. H. Davis
City Engineer
City Hall
Salem, Oregon

CO

Dear Mr. Davis:

On November 25 you addressed a letter to Mr. W. C. Williams, State Highway Engineer, suggesting that traffic signals be installed at State and 14th Streets, at Center and Winter Streets, and at Marion and Winter Streets.

At the Commission meeting on December 11 the Engineer presented a report on this matter which indicated that the cost of installing the signals at the three intersections would be $14,500 and the cost of the signal-head revisions on the route of the Pacific Highway through Salem was estimated at $4,000, or a total of $18,500.

After studying the Engineer's report, the Commission approved the installation and the revisions as presented, it being understood that the cost of installation is to be shared equally by the City and the State, and that the City will provide future maintenance and the power necessary to operate the new traffic signals. This arrangement, of course, will be covered by an appropriate agreement.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: F. B. Crandall

RECEIVED
DEC 9 1958
FOR FILING

34-12-10

5487

December 8, 1958

Oregon State Highway Commission

Gentlemen:

We received a request dated November 25 from Mr. J. Harold Davis, City Engineer, City of Salem, for the installation of traffic signals at three intersections in the city of Salem. Also requested is the revision of traffic-signal indications at a number of intersections. All of the new installations and revisions are on state highways.

It is recommended that fixed-time traffic signals be installed at the following intersections:

State and 14th Streets
Center and Winter Streets
Marion and Winter Streets

This work is estimated to cost $14,500. The signal-head revisions are estimated to cost $4,000, for a total cost of $18,500. The cost of the installations will be shared equally by the City and the State, and the City will care for future maintenance and power consumption on the new traffic signals. Sufficient funds have been provided in the 1959 Minor Betterment Budget for Traffic Signal Projects to be Selected to cover the cost of this work. Your approval is recommended.

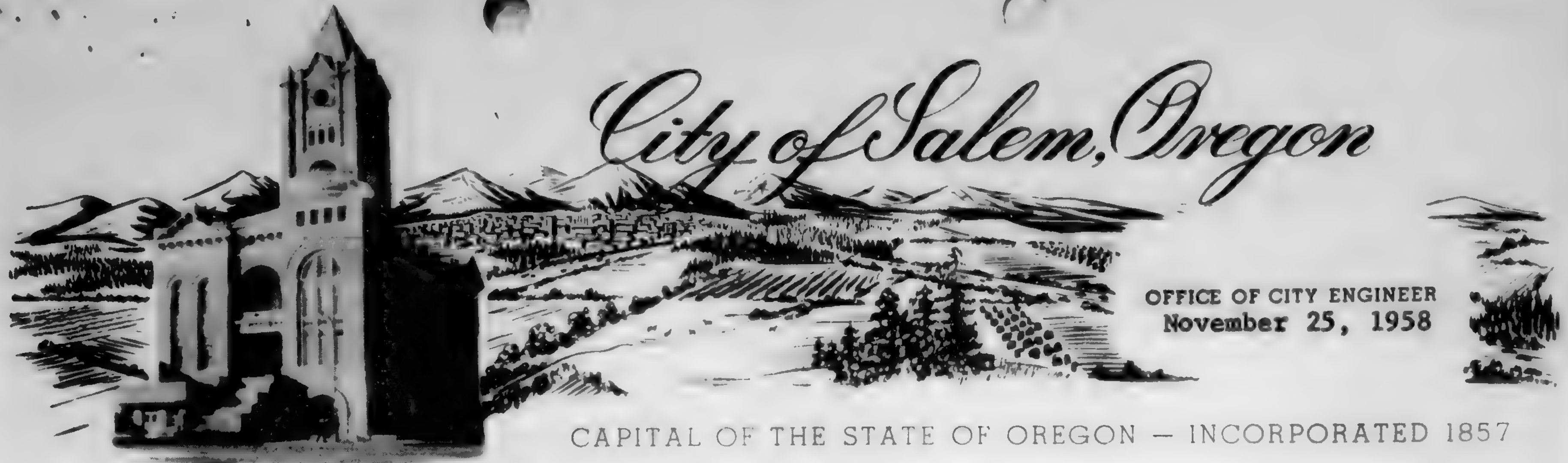
This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:bb me

cc Mr. G. S. Paxson
Mr. P. H. Stephenson
Mr. F. B. Crandall
Mr. C. H. Nelson



City of Salem, Oregon

OFFICE OF CITY ENGINEER

November 25, 1958

CAPITAL OF THE STATE OF OREGON — INCORPORATED 1857

Paxson

Mr. W. C. Williams
State Highway Engineer
Highway Building
Salem, Oregon

Dear Mr. Williams:

In our current budget, 1958-59, we have provided funds for the installation of several traffic signals in this city. All of these are on the State Highway system. They are:

Fourteenth and State Street

Marion and Winter Streets

Center and Winter Streets

The City of Salem is willing to enter into an agreement with your department to install these signals on a 50-50 basis. If you approve of the same, we request that you handle all engineering and construction as has been done in the past on agreements of this type.

Consider this letter authority to proceed with the same.

Yours very truly,

J H Davis

J. H. DAVIS
City Engineer

JHD:ps

RECEIVED
NOV 26 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
October, 1958

INVESTIGATION OF WARRANTS FOR TRAFFIC SIGNALS
City of Salem

Recommendation

As a result of this investigation, the following recommendations are made:

1. That fixed time traffic signals be installed at the following intersections:

   14th & State Streets, East
   Winter & Center Streets, N.E.
   Winter & Marion Streets, N.E.

2. That the fixed time signals on Winter Street be interconnected to the existing signals system on Center and Marion Streets.

3. That the fixed time signal on 14th Street be interconnected to the existing signals on State Street at 12th and 17th Streets.

4. The estimated cost of the recommended work is $14,500.

Historical Background:

This investigation and report is in response to a letter dated Sepgember 24, 1958, written by Mr. J. Al Head, Assistant Traffic Engineer, to Mr. Val P. Johnson, Traffic Control Engineer.

Investigation:

At the present time, Center and Marion Streets form a one-way couplet for US99 BUSINESS ROUTE between Capitol and Commercial Streets, with Marion Street carrying westbound traffic and Center Street carrying eastbound traffic. Both streets are four lanes in width and the total 1957 ADT for both streets was approximately 18,400 vehicles. There are existing fixed time interconnected signals on Center and Marion Streets. These signals form a progression system for east and westbound vehicles. The culture along Center and Marion Streets is divided between business establishments at the west end and residences and state offices at the east end. In addition, there is a school located in the vicinity of the Winter and Center Streets intersection. The school location makes Winter Street at Center and Marion Streets a major school crossing.

State Street has recently been widened to four lanes and is a two-way street forming a portion of the Silver Creek Falls Highway. In the vicinity of 14th Street, the culture is a mixture of business and residential establishments with most of the area to the west of 14th Street being business development.

NOTED
ASS'T TRAFFIC ENGR.

In the table below are summarized the accident records and volumes at each intersection.

Intersection	Total Accidents	Persons Killed	Preventable Accidents 2/
14th & State Streets 1/	35	1	20
Winter & Center Streets 1/	18	0	5
Winter & Marion Streets 1/	14	0	12

1/ Covers period from January 1, 1953 to December 31, 1957.
2/ Accidents preventable by traffic signals.

Intersection	Total Entering Volume 1/	Cross Street Volume 1/	Pedestrians Across Main St. 1/	School Children Across Main St. 1/.	Average Hourly Volume 2/
14th & State Streets	12,223	1,949	242	103	851
Winter & Center Streets	11,055	838	516	41	823
Winter & Marion Streets	10,645	1,096	471	75	769

1/ Sixteen hour volume.
2/ Average hourly total volume during maximum eight hours.

In the table below are summarized the standard warrants for traffic signals at each intersection.

Item	14th & State	Winter & Center	Winter & Marion	Minimum Warrant
TOTAL VOLUME WARRANT:				
Ave. Hourly Total Vol. (Max. 8 Hrs.)	851	823	769	750
Ave. Hourly Cross St. Vol. (Max. 8 Hrs.)	141	58	87	175
PEDESTRIAN WARRANT:				
Ave. Hourly Ped. Vol. Cross Main St. (Max. 8Hrs.)	22	53	46	250
Ave. Hourly Veh. Vol. on Main St. (Max. 8 Hrs.)	660	691	667	600
INTERRUPTION OF CONTINUOUS TRAFFIC WARRANT:				
Ave. Hourly Veh. Vol. on Main St. (Max. 8 Hrs.)	710	785	682	750
Ave. Hourly Combined Vol. Across Main St. (Max. 8 Hrs.)	162	97	133	75
ACCIDENT WARRANT:				
Preventable Accidents (Last 12 Months)	3	2	4	5

The standard warrants for the installation of traffic signals in urban areas require that the average hourly entering volume during the maximum eight hours be at least 750. On the basis ofthe October counts, all intersections exceed the standard warrant. In addition to the total volume requirements, an intersection, to warrant fixed time traffic signals, must have approximately one-fourth of all entering volume from the cross street. This portion of the standard warrant is not met at any intersection under this investigation.

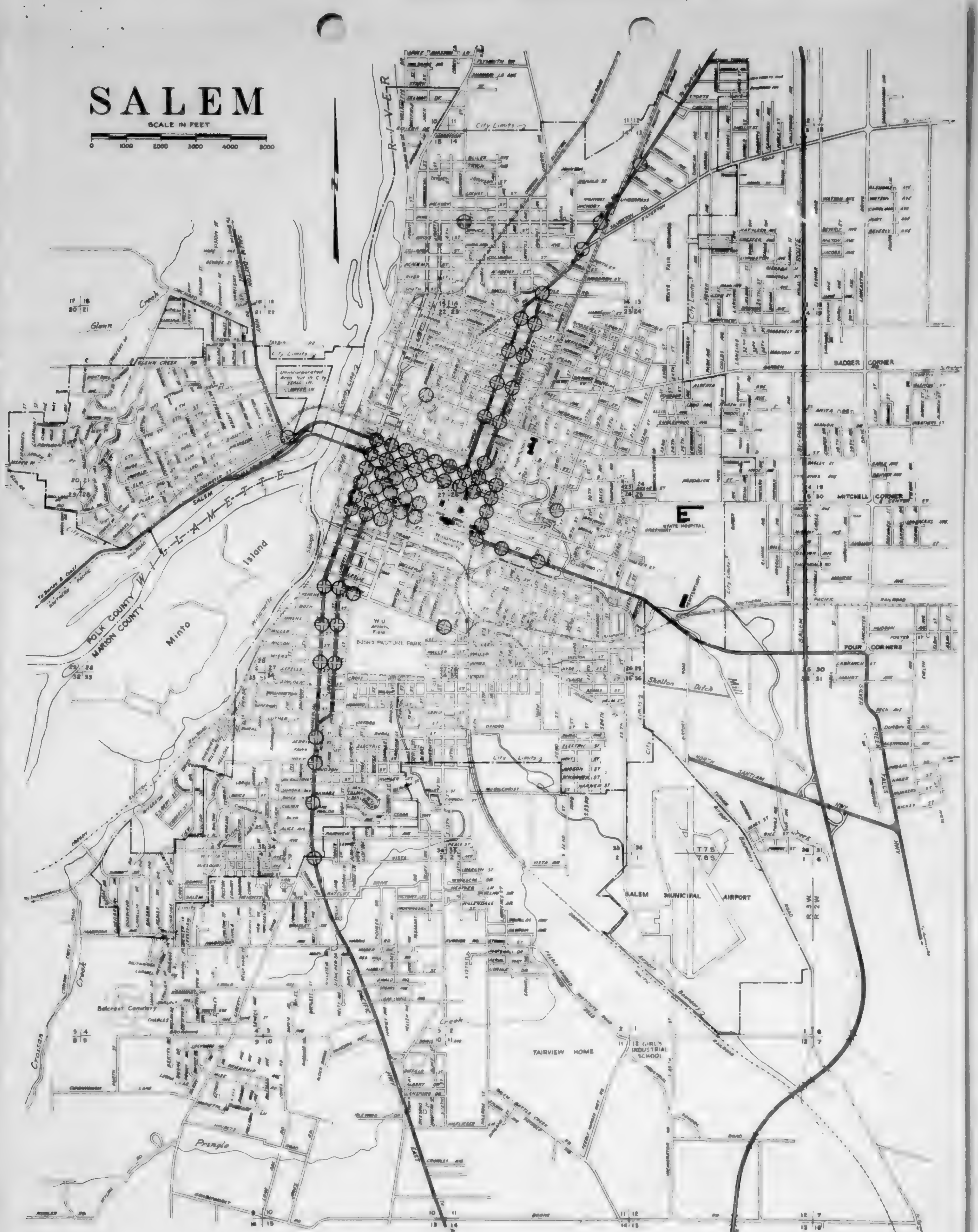
The standard warrant for the interruption of continuous trafiic is closely approached or exceeded at all intersections.

The standard warrant for accidents is not met at any of the intersection, although it is closely approached at the Winter & Marion Streets intersection. In 1955, there was one fatality at the intersection of 14th and State Streets.

At all intersections the highway volumes are so high that signalization is desirable to allow cross street vehicles and, particularly school children to cross. It is, therefore, recommended that fixed time interconnected traffic isgnals be installed at the intersections investigated.

The attached signal timing diagrams for State Street show that the 12th, 14th, and 17th Street intersections can be interconnected to provide satisfactory progression for both directions of travel on State Street. The diagrams also show that should additional signals be provided on State Street in the future, the two-way progression is still feasible.

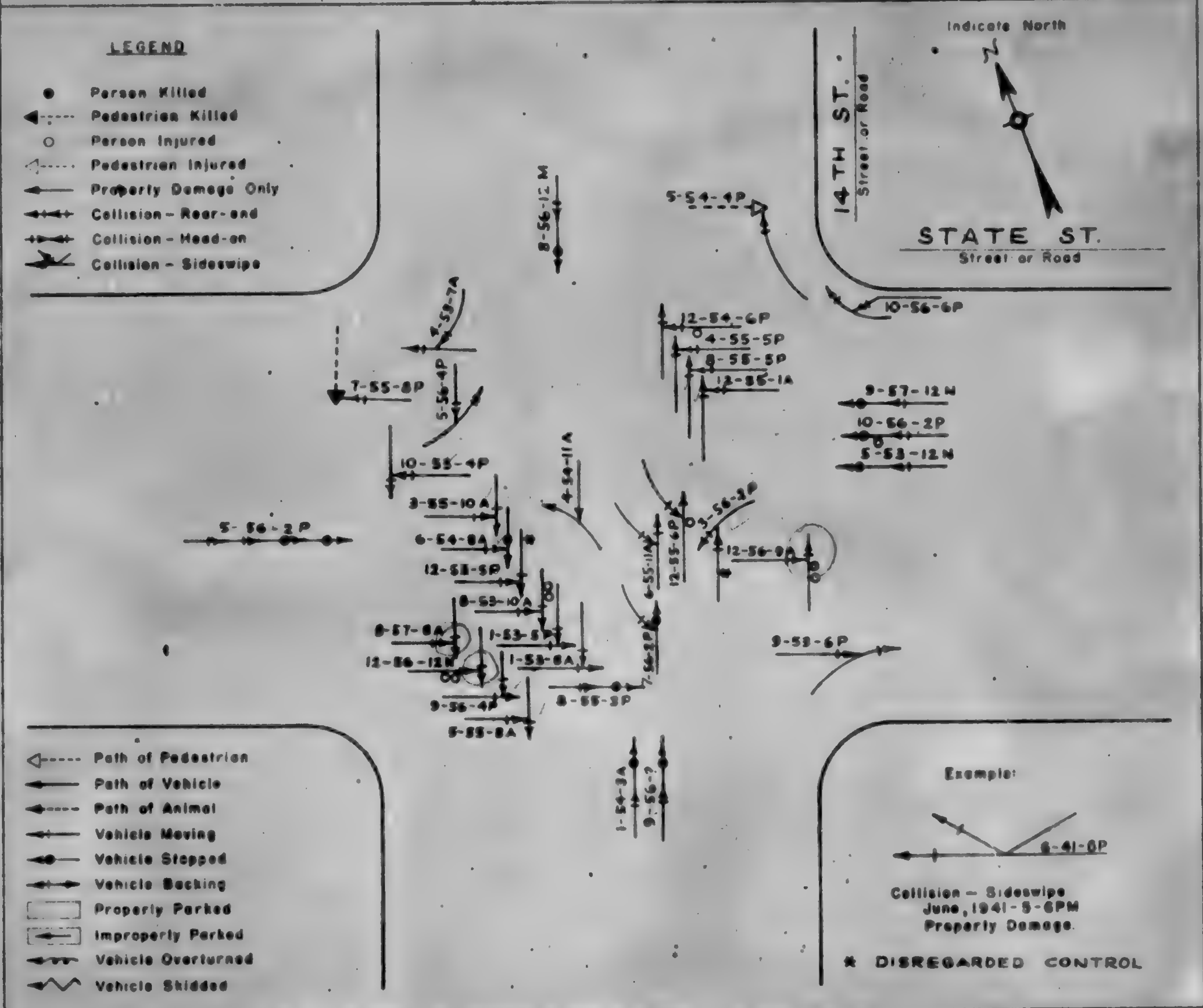
WRZ:pk


SALEM
SCALE IN FEET
0
1000
2000
3000
4000
5000
N
R I V E R
W I L L A M E T T E
Minto
Island
POLK COUNTY
MARION COUNTY
Glenn Creek
City Limits
Unincorporated Area but in City
Willamette Slough
BUSH'S PASTURE PARK
W U Athletic Field
Willamette University
STATE HOSPITAL
E
SALEM MUNICIPAL AIRPORT
FAIRVIEW HOME
12 GIRLS INDUSTRIAL SCHOOL
BADGER CORNER
MITCHELL CORNER
FOUR CORNERS
Shelton Ditch
Mill
Pringle
Croisan Creek
Belcrest Cemetery
NORTH SANTIAM HWY
SALEM BY-PASS ROUTE
SOUTHERN PACIFIC RAILROAD
To Dallas & Coast
To Independence
T7S
T8S
R3W
R2W
State Highway
Existing Traffic Signal
Proposed Traffic Signal

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of SALEM County MARION
Intersection of STATE ST. and 14TH ST.
Highway Number 163 ORE. 22
Period Covered 1-1-53 TO 12-31-57
Compiled by L. D. Drawn by J. H. Date 9-22-58



Collision Type	1953 - 1954				1955				1956				1957				TOTAL			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle		2	5	7			5	5		2	1	3			1	1		4	12	16
Head-on																				
Rear-end			2	2			1	1		1	3	4			1	1		1	7	8
Sideswipe																				
Turning Movement			3	3		1	1	2			3	3						1	7	8
Parking											1	1							1	1
Non-collision																				
Fixed Object																				
Pedestrian		1		1				1									1	1		2
Backing																				
Misc.																				
TOTAL		3	10	13	1	1	7	9		3	8	11			2	2	1	7	27	35

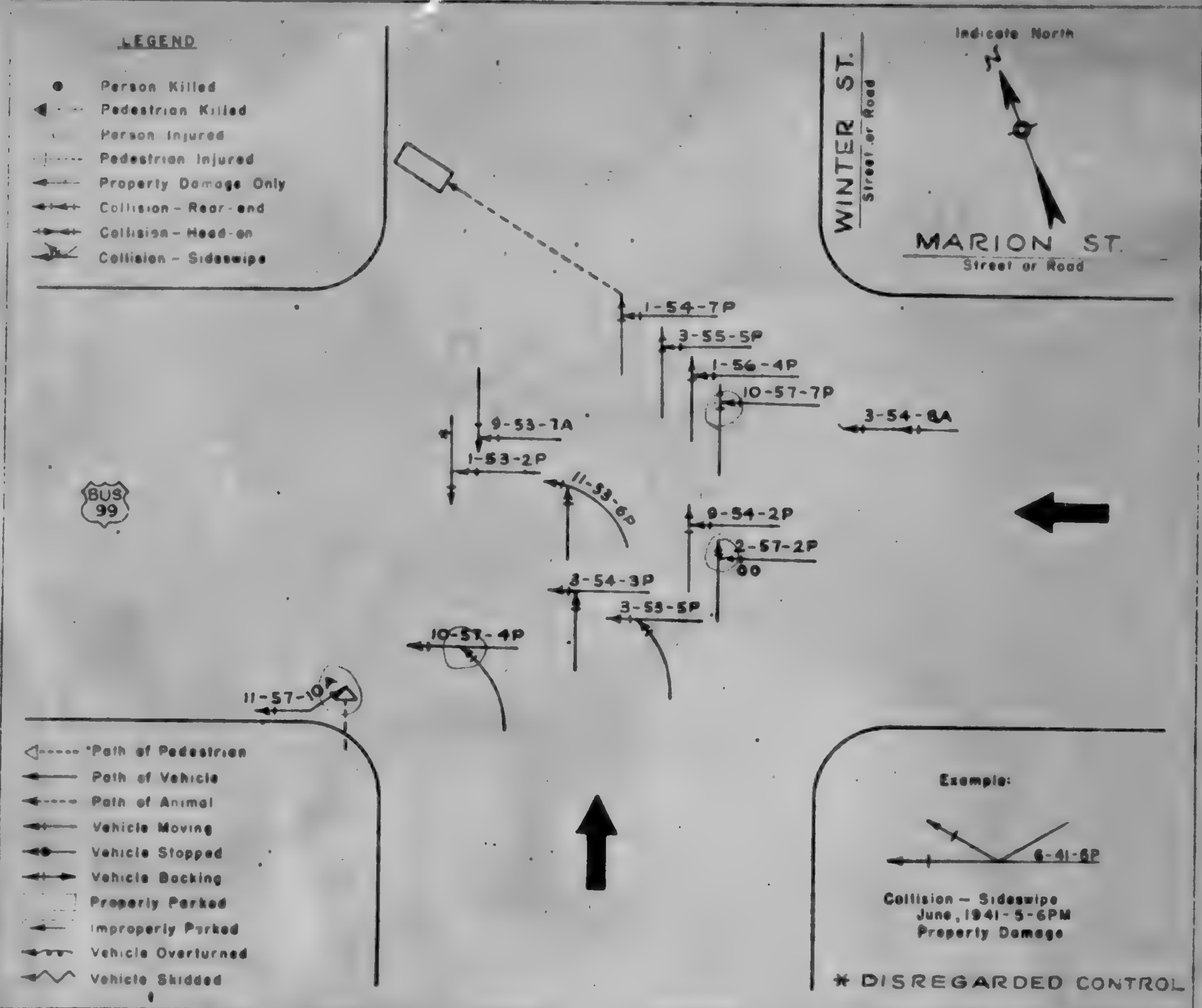
Form E-260—2M—11-45

1953 - 8
1954 - 5

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of SALEM County MARION
Intersection of MARION ST. and WINTER ST.
Highway Number 1E US 99 BUSINESS ROUTE
Period Covered 1-1-53 TO 12-31-57
Compiled by L.D. Drawn by J.H. Date 9-22-58



Collision Type	1953 - 1954				1955				1956				1957				TOTAL			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle			5	5			1	1			1	1		1	1	2		1	8	9
Head-on																				
Rear-end			1	1															1	1
Sideswipe																				
Turning Movement			2	2											1	1			3	3
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian														1		1		1		1
Backing																				
Misc																				
TOTAL			8	8			1	1			1	1		2	2	4		2	12	14

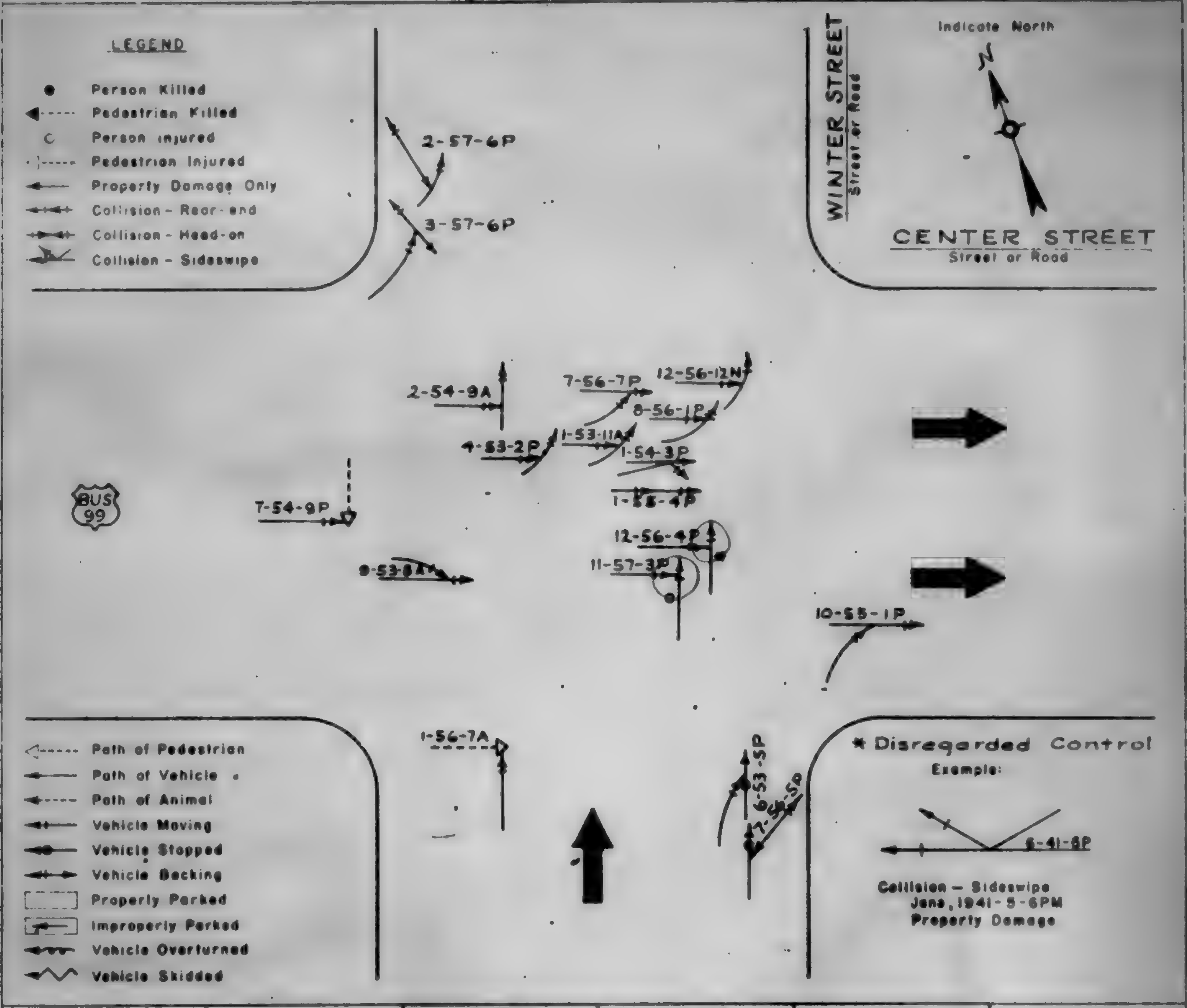
Form E-260—2M—11-48

1953 - 4
1954 - 4

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of SALEM County MARION
Intersection of CENTER ST. and WINTER ST.
Highway Number 1E US 99 BUSINESS ROUTE
Period Covered 1 1 53 TO 12-31-57
Compiled by L.D. Drawn by J.H. Date 9-22-58



LEGEND

- Person Killed
- Pedestrian Killed
- Person injured
- Pedestrian Injured
- Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

* Disregarded Control
Example:
Collision – Sideswipe
June, 1941 - 5 - 6PM
Property Damage

Collision Type	1953 - 1954				1955				1956				1957				TOTAL			
	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle			1	1							1	1		1		1		1	2	3
Head-on																				
Rear-end																			1	1
Sideswipe			1	1			1	1											1	1
Turning Movement			4	4			1	1			3	3							8	8
Parking											1	1			2	2			3	3
Non-collision																				
Fixed Object																				
Pedestrian		1		1						1		1						2		2
Backing																				
Misc.																				
TOTAL		1	6	7			2	2		1	5	6		1	2	3		3	15	18

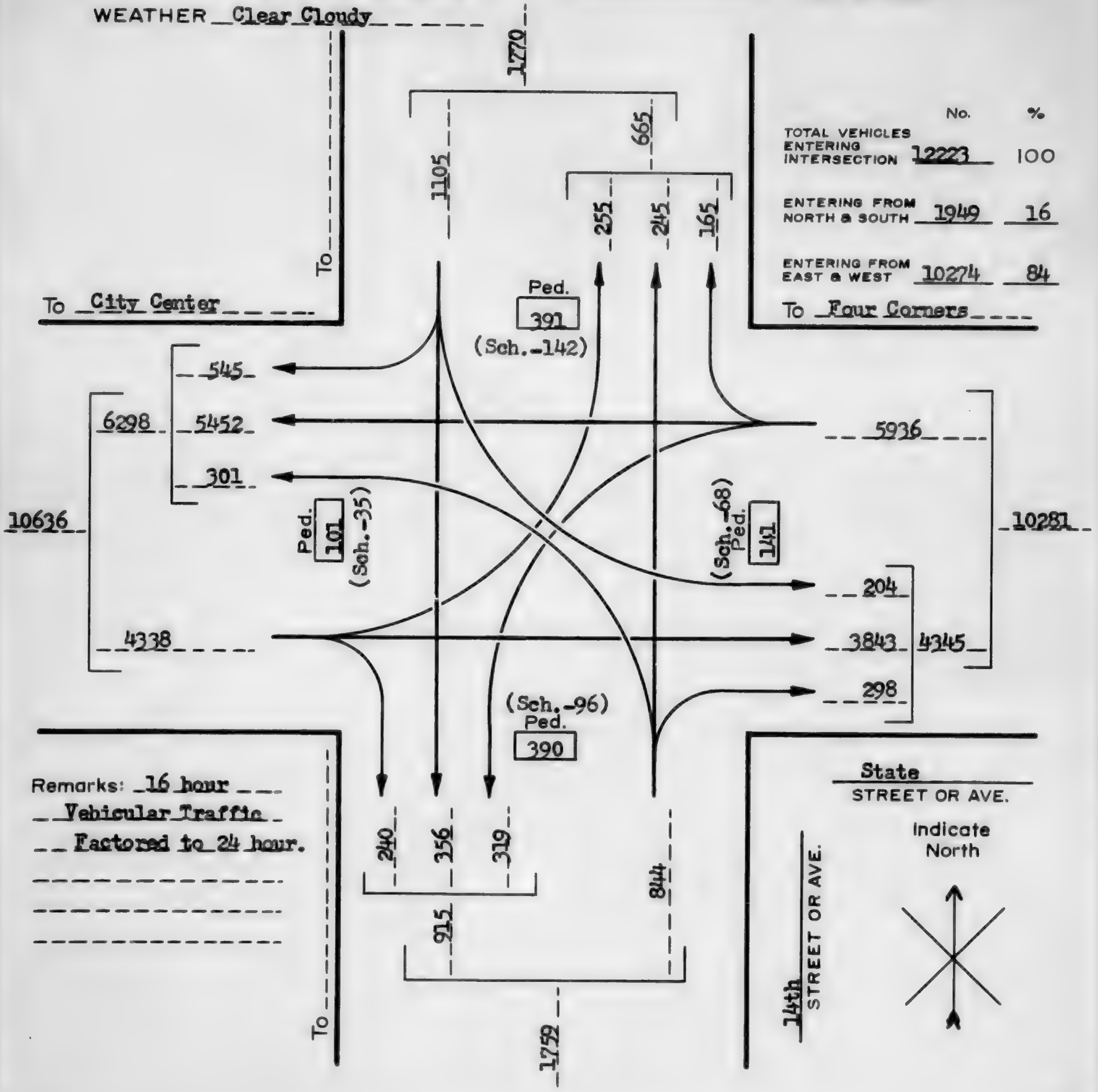
Form E-260 — 2M — 11-45

1953 - 4
1954 - 3

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE October 6 - 7, 1958
DAY OF WEEK Monday & Tuesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM to 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM to 10 PM
WEATHER Clear Cloudy

CITY OF Salem
INTERSECTION OF 14th
AND State
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	12223	100
ENTERING FROM NORTH & SOUTH	1949	16
ENTERING FROM EAST & WEST	10274	84

Remarks: 16 hour
Vehicular Traffic
Factored to 24 hour.

12-55

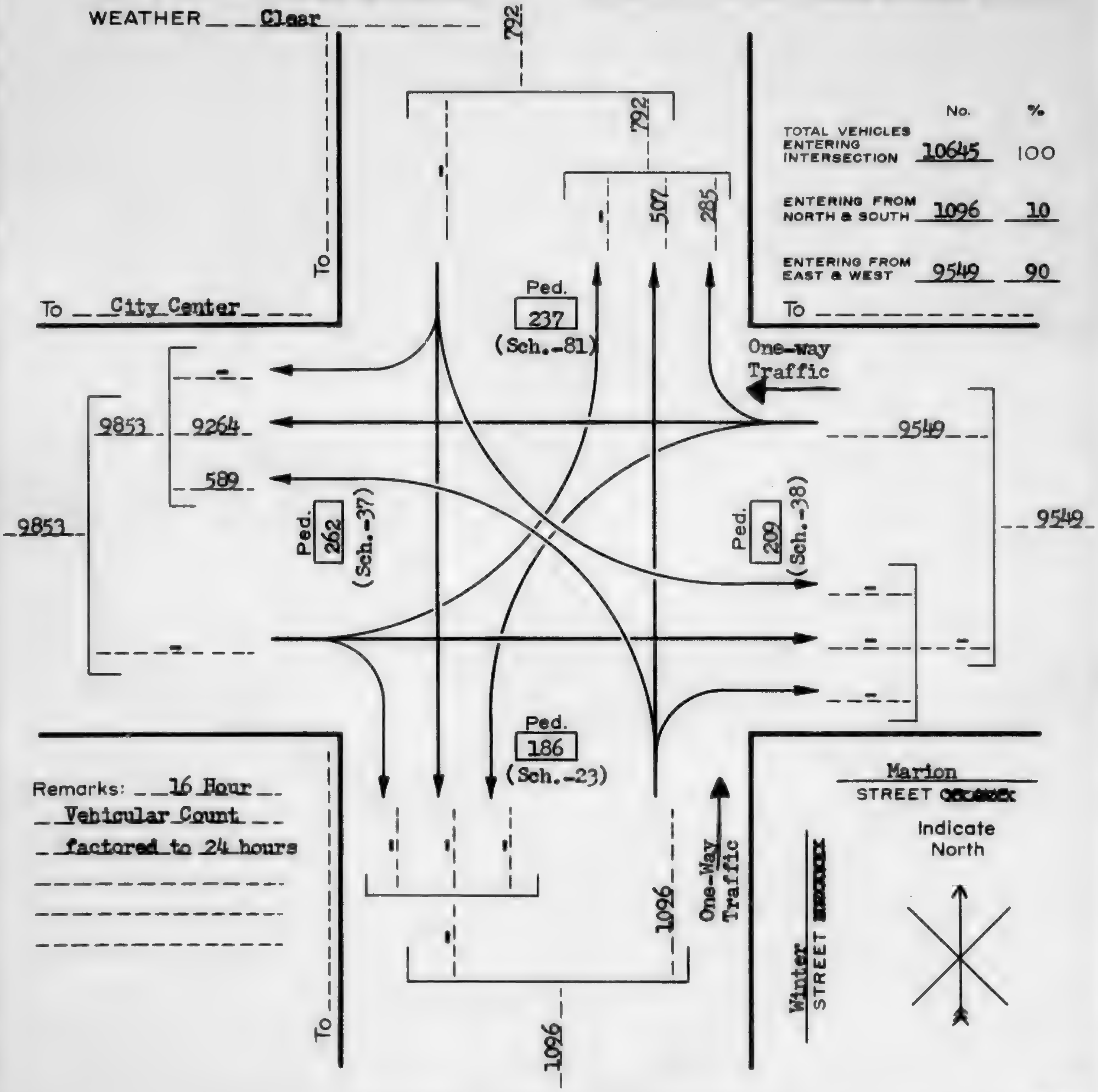
OREGON STATE HIGHWAY DEPARTMENT

Traffic Engineering Division

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE October 1, 1958
DAY OF WEEK Wednesday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM to 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM to 10 PM
WEATHER Clear

CITY OF Salem
INTERSECTION OF Marion
AND Winter
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	10645	100
ENTERING FROM NORTH & SOUTH	1096	10
ENTERING FROM EAST & WEST	9549	90

To

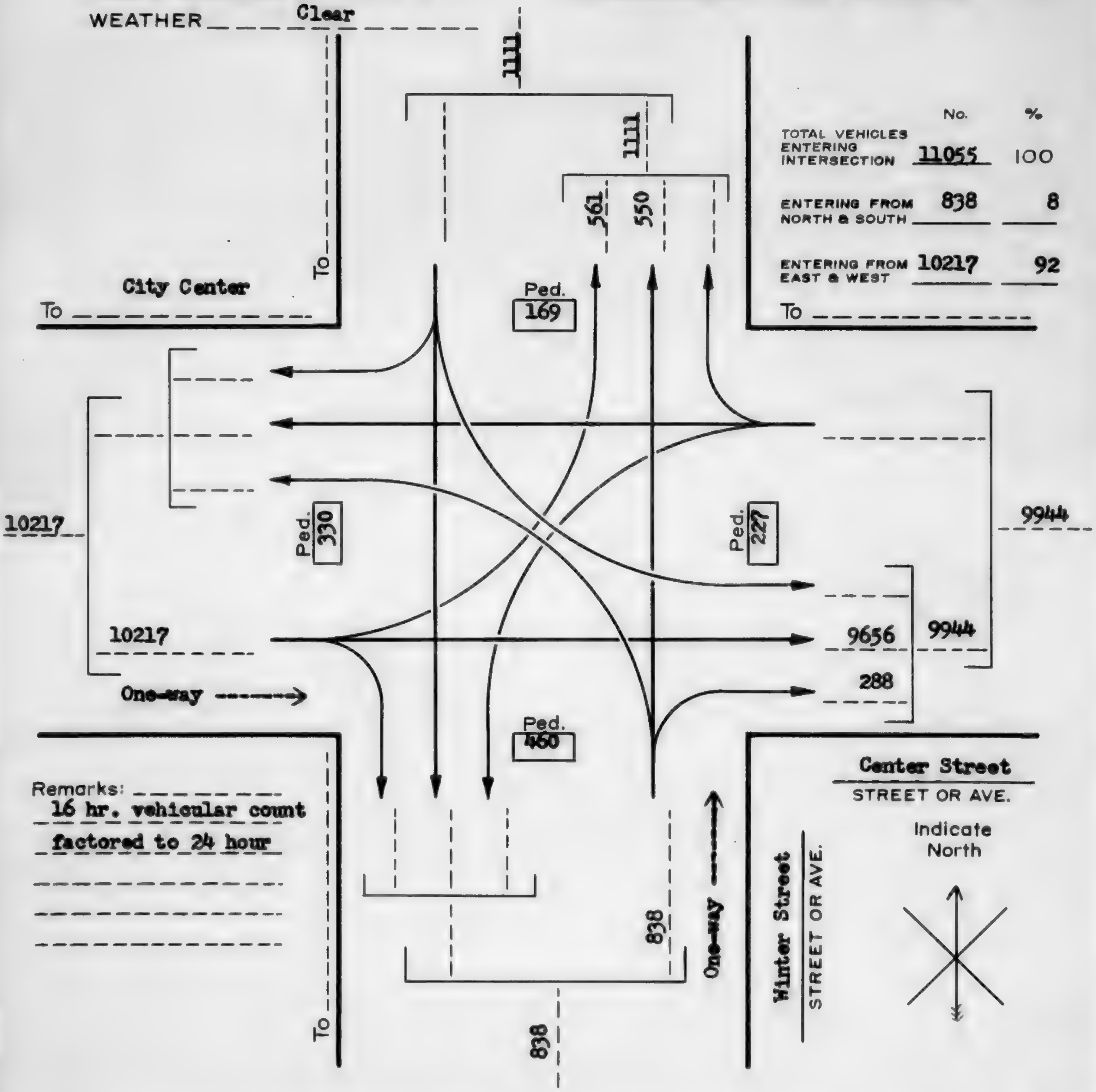
Remarks: 16 Hour Vehicular Count factored to 24 hours

12-55

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Sept. 16, 17, 1958
DAY OF WEEK Thur. & Fri.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM - 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM - 10 PM
WEATHER Clear

CITY OF Salem
INTERSECTION OF Winter St.
AND Center St.
STATION NO.
CODE NO.
CLASSIFICATION All Veh. & Ped.



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11055	100
ENTERING FROM NORTH & SOUTH	838	8
ENTERING FROM EAST & WEST	10217	92

Remarks:
16 hr. vehicular count
factored to 24 hour

Center Street
STREET OR AVE.

12-55

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date October 6 - 7, 1958
Day of week Monday and Tuesday
Hours counted 16
Weather Clear-Cloudy

Classification

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL			
A. M.	6:00– 7:00	6	5	15	4	21	3	162	69	13	3	9	10	320	58	18	262
	7:00– 8:00	6	11	28	6	24	16	457	166	54	13	13	13	807	100	12	707
	8:00– 9:00	16	8	31	9	24	12	394	182	17	16	9	24	742	123	17	619
	9:00–10:00	9	8	29	9	12	7	291	167	8	15	7	19	581	91	16	490
	10:00–11:00	7	7	23	8	14	8	319	196	12	13	12	11	630	76	12	554
	11:00–12:00	8	12	35	15	26	8	316	214	23	17	19	16	709	110	15	599
P. M.	12:00– 1:00	24	9	41	20	29	21	338	208	19	23	27	43	799	178	22	621
	1:00– 2:00	18	4	34	10	17	14	304	211	21	11	15	9	668	103	15	565
	2:00– 3:00	9	15	39	12	23	17	363	266	21	17	22	17	821	122	15	699
	3:00– 4:00	10	8	43	20	24	26	344	303	20	25	11	24	858	152	18	706
	4:00– 5:00	15	9	35	36	30	28	492	341	33	38	25	30	1112	176	16	936
	5:00– 6:00	22	15	33	34	31	21	318	389	24	38	16	22	963	167	17	796
	6:00– 7:00	10	8	34	12	19	11	277	295	6	15	9	13	709	102	17	589
	7:00– 8:00	7	13	26	10	11	13	255	167	8	10	6	10	536	77	14	459
	8:00– 9:00	6	9	18	11	6	8	174	151	7	12	9	8	419	58	14	358
	9:00–10:00	15	9	31	16	13	10	152	169	4	5	9	5	438	79	18	359
	10:00–11:00																
	11:00–12:00																
A. M.	12:00– 1:00																
	1:00– 2:00																
	2:00– 3:00																
	3:00– 4:00																
	4:00– 5:00																
	5:00– 6:00																
24-Hour total		204	165	545	255	356	245	5452	3843	319	298	240	301	12223	1949	16	10274
-Hour total																	
16-Hour total		185	150	495	232	324	223	4956	3494	290	271	218	274	11112	1772	16	9340
Control																	
Factor																	

14th St. is North and South

State St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Salem

Intersection 14th and State

Station number

Code number

Classification

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North S	North T	East S	East T	West S	West T	South S	South T
3	9	10	320	58	18	262	82	54	258	269	59	-	6	-	1	-	2	-	4
13	13	13	807	100	12	707	88	91	707	683	133	36	49	1	2	3	4	8	27
16	9	24	742	123	17	619	83	100	633	649	102	17	25	3	6	4	5	7	18
15	7	19	581	91	16	490	84	74	498	522	68	1	15	-	1	-	6	-	8
13	12	11	630	76	12	554	88	67	554	569	70	9	16	3	5	1	3	-	15
17	19	16	709	110	15	599	85	104	590	615	109	23	37	16	20	9	15	18	35
23	27	43	799	178	22	621	78	141	618	677	162	26	50	7	13	5	12	5	39
11	15	9	668	103	15	565	85	97	569	583	87	6	20	2	5	2	10	1	24
17	22	17	821	122	15	699	85	115	691	719	117	4	12	5	9	4	6	6	25
25	11	24	858	152	18	706	82	131	710	745	130	7	22	6	9	3	9	16	28
38	25	30	1112	176	16	936	84	153	928	959	184	11	27	15	20	3	5	21	35
38	16	22	963	167	17	796	83	156	806	812	152	2	24	10	18	1	6	14	68
15	9	13	709	102	17	589	83	94	611	640	73	-	28	-	12	-	1	-	20
10	6	10	536	77	14	459	86	80	460	474	58	-	18	-	5	-	5	-	16
12	9	8	419	58	14	358	86	58	359	371	50	-	8	-	2	-	1	-	9
5	9	5	438	79	18	359	82	94	354	382	46	-	34	-	12	-	11	-	19
298	240	301	12223	1949	16	10274	84	1770	10281	10636	1759								
271	218	274	11112	1772	16	9340	84	1609	9346	9669	1600	Sch-142 391		Sch-68 141		Sch-35 101		Sch-96 390	

outh

Vest

Tabulated by Gary Peterson

Computed by " "

Checked by S= School Children

Checked by T = Total Pedestrians

Form E-46—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date October 1, 1958
Day of week Wednesday
Hours counted 16
Weather Clear

Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS																
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Pe Ce of Tot
A. M.	6:00– 7:00		1				4	193					2	200	6	3	194	97
	7:00– 8:00		11				25	575					42	653	67	10	586	90
	8:00– 9:00		10				47	682					61	800	108	13	692	8
	9:00–10:00		11				30	580					24	645	54	8	591	92
	10:00–11:00		14				21	536					34	605	55	9	550	9
	11:00–12:00		12				14	459					34	519	48	9	471	9
P. M.	12:00– 1:00		22				40	628					34	723	74	10	650	90
	1:00– 2:00		13				30	489					22	554	52	9	502	91
	2:00– 3:00		15				24	587					27	653	51	8	602	92
	3:00– 4:00		19				23	634					50	726	73	10	653	90
	4:00– 5:00		28				50	809					46	934	96	10	837	90
	5:00– 6:00		54				86	794					90	1024	176	17	848	83
	6:00– 7:00		18				15	415					17	465	32	7	433	9
	7:00– 8:00		13				21	474					27	535	48	9	487	91
	8:00– 9:00		9				18	296					7	330	25	8	305	98
	9:00–10:00		9				13	271					18	311	31	10	280	90
	10:00–11:00																	
	11:00–12:00																	
A. M.	12:00– 1:00																	
	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
24-Hour total			285				507	9264					589	10645	1096	10	9549	90
-Hour total																		
16-Hour total			259				461	8422					535	9677	966	10	8681	90
Control																		
Factor																		

Tabu

Comp

Chec

Chec

Winter St. is North and South

Marion St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Salem
Intersection Marion & Winter
Station number
Code number

Classification All Vehicles

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS							
								North	East	West	South	North		East		West		South	
												S	T	S	T	S	T	S	T
		2	200	6	3	194	97	5	194	195	6	-	3	-	3	-	2	-	1
		42	653	67	10	586	90	36	586	617	67	1	10	3	24	-	41	-	17
		61	800	108	13	692	87	57	692	743	108	28	48	25	49	4	22	4	19
		24	645	54	8	591	92	41	591	604	54	-	5	-	12	-	9	-	8
		34	605	55	9	550	91	35	550	570	55	-	12	-	11	-	8	-	9
		34	519	48	9	471	91	26	471	493	48	-	13	-	7	1	15	1	16
		34	723	74	10	650	90	62	650	662	74	5	16	5	30		30		26
		22	554	52	9	502	91	43	502	511	52	-	7	-	7	3	11	2	7
		27	653	51	8	602	92	39	602	614	51	9	23	-	13	-	11	-	15
		50	726	73	10	653	90	42	653	684	73	31	35	-	12	23	35	6	21
		46	934	96	10	837	90	78	837	855	96	2	8	3	7	5	18	5	17
		90	1024	176	17	848	83	140	848	884	176	5	23	2	22	2	31	2	18
		17	465	32	7	433	93	33	433	432	32	-	17	-	7	-	13	3	5
		27	535	48	9	487	91	34	487	501	48	-	11	-	4	-	9	-	4
		7	330	25	8	305	98	27	305	303	25	-	2	-	1	-	4	-	1
		18	311	31	10	280	90	22	280	289	31	-	4	-		-	3	-	2
		589	10645	1096	10	9549	90	792	9549	9853	1096	Sch-81		Sch-38		Sch-37		Sch-23	
		535	9677	966	10	8681	90	720	8681	8957	996	237		209		262		186	

Tabulated by Gary Peterson
Computed by " "
Checked by S = School Children
Checked by T = Total Pedestrians

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est

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date Sept. 16, 17, 1958
Day of week Thur. & Fri.
Hours counted 16
Weather Clear

Classification Vehicles & Ped.

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West
		SUMMARY BY MOVEMENTS															
A. M.	6:00– 7:00				3		-		129		-			132	-	0	132
	7:00– 8:00				35		47		508		27			617	74	12	543
	8:00– 9:00				37		61		426		30			554	91	16	463
	9:00–10:00				20		17		394		14			445	31	7	414
	10:00–11:00				22		28		555		16			620	44	7	577
	11:00–12:00				26		32		616		13			687	45	7	642
P. M.	12:00– 1:00				53		36		746		12			847	48	6	799
	1:00– 2:00				38		36		704		24			802	60	7	742
	2:00– 3:00				27		34		634		19			714	53	7	661
	3:00– 4:00				45		31		741		34			852	65	8	786
	4:00– 5:00				40		27		905		26			998	53	5	945
	5:00– 6:00				48		82		920		18			1068	100	9	968
	6:00– 7:00				29		25		488		7			549	32	6	517
	7:00– 8:00				37		24		451		13			525	37	7	488
	8:00– 9:00				20		10		210		-			240	10	4	230
	9:00–10:00				30		10		351		9			400	19	5	381
	10:00–11:00																
	11:00–12:00																
A. M.	12:00– 1:00																
	1:00– 2:00																
	2:00– 3:00																
	3:00– 4:00																
	4:00– 5:00																
	5:00– 6:00																
24-Hour total					561		550		9656		288			11055	838	8	10217
-Hour total																	
16 Hour total					510		500		8778		262			10050	762	8	9288
Control																	
Factor																	

Winter St. is North and South
Center St. is East and West

STATE PRINTING DEPT.

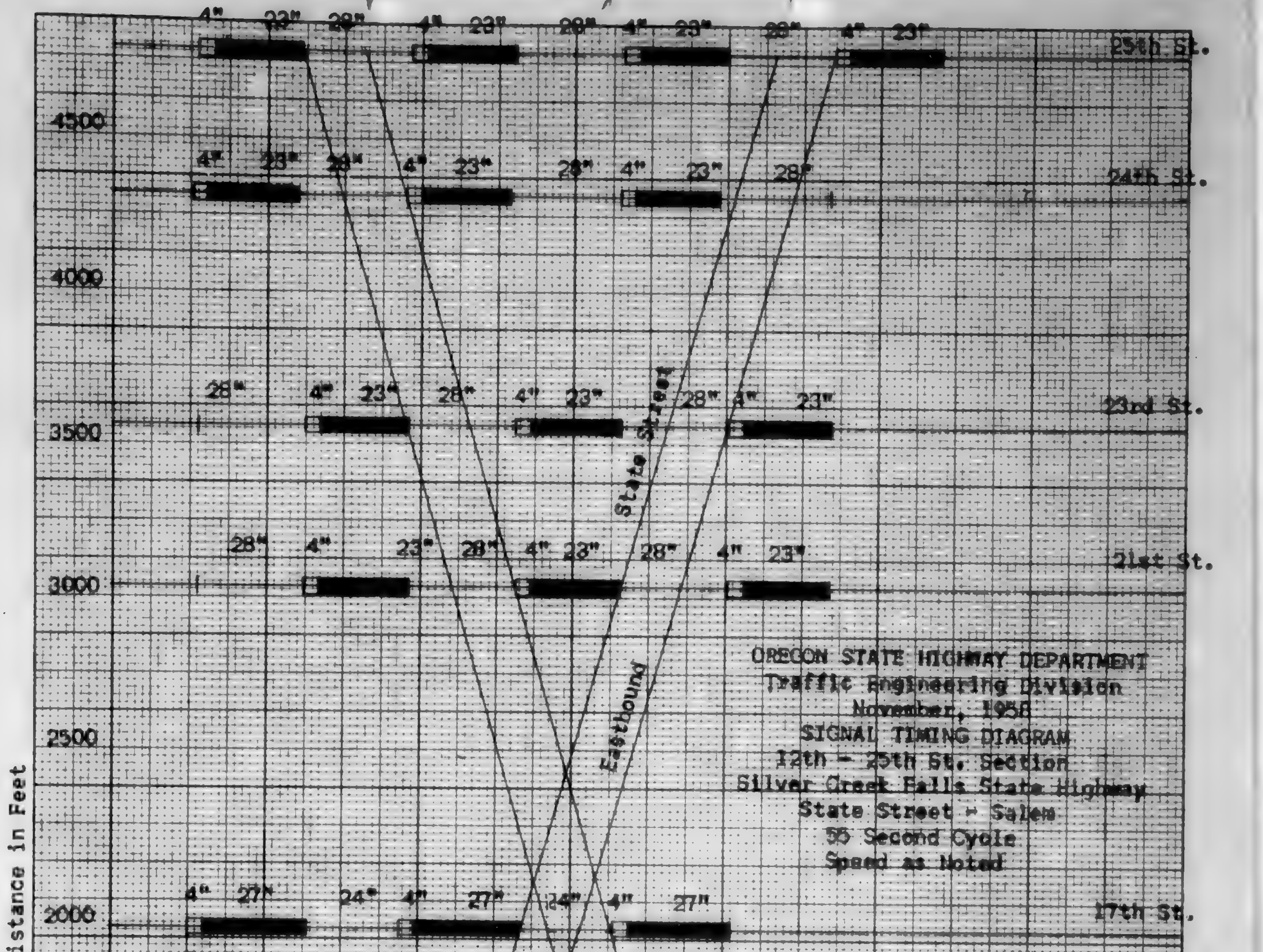
OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Salem
Intersection Winter and Center Streets
Station number
Classification Vehicles & Ped.
Code number

								SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS							
South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North		East		West		South	
												S	O	S	O	S	O	S	O
-			132	-	0	132	100					0	3	-	2	0	5	0	1
27			617	74	12	543	88					0	24	2	50	0	38	14	19
30			554	91	16	463	84					2	9	6	16	7	32	36	17
14			445	31	7	414	93					0	10	0	7	0	17	0	15
16			620	44	7	577	93					0	6	0	6	0	7	0	26
13			687	45	7	642	93					0	8	0	6	0	12	0	22
12			847	48	6	799	94					0	20	0	37	3	40	7	43
24			802	60	7	742	93					0	7	0	15	0	16	0	15
19			714	53	7	661	93					0	10	0	10	1	17	7	13
34			852	65	8	786	92					8	11	5	3	12	12	85	25
26			998	53	5	945	95					0	10	0	10	5	15	25	25
18			1068	100	9	968	91					0	29	0	47	0	57	3	33
7			549	32	6	517	94					0	6	0	1	0	18	0	7
13			525	37	7	488	93					0	2	0	2	0	13	0	12
-			240	10	4	230	96					0	1	0	1	0	1	0	4
9			400	19	5	381	95					0	3	0	1	0	1	0	6
288			11055	838	8	10217	92	1111	9944	10217	838								
262			10050	762	8	9288	92	1010	9040	9288	762	10	159	13	214	28	302	177	83

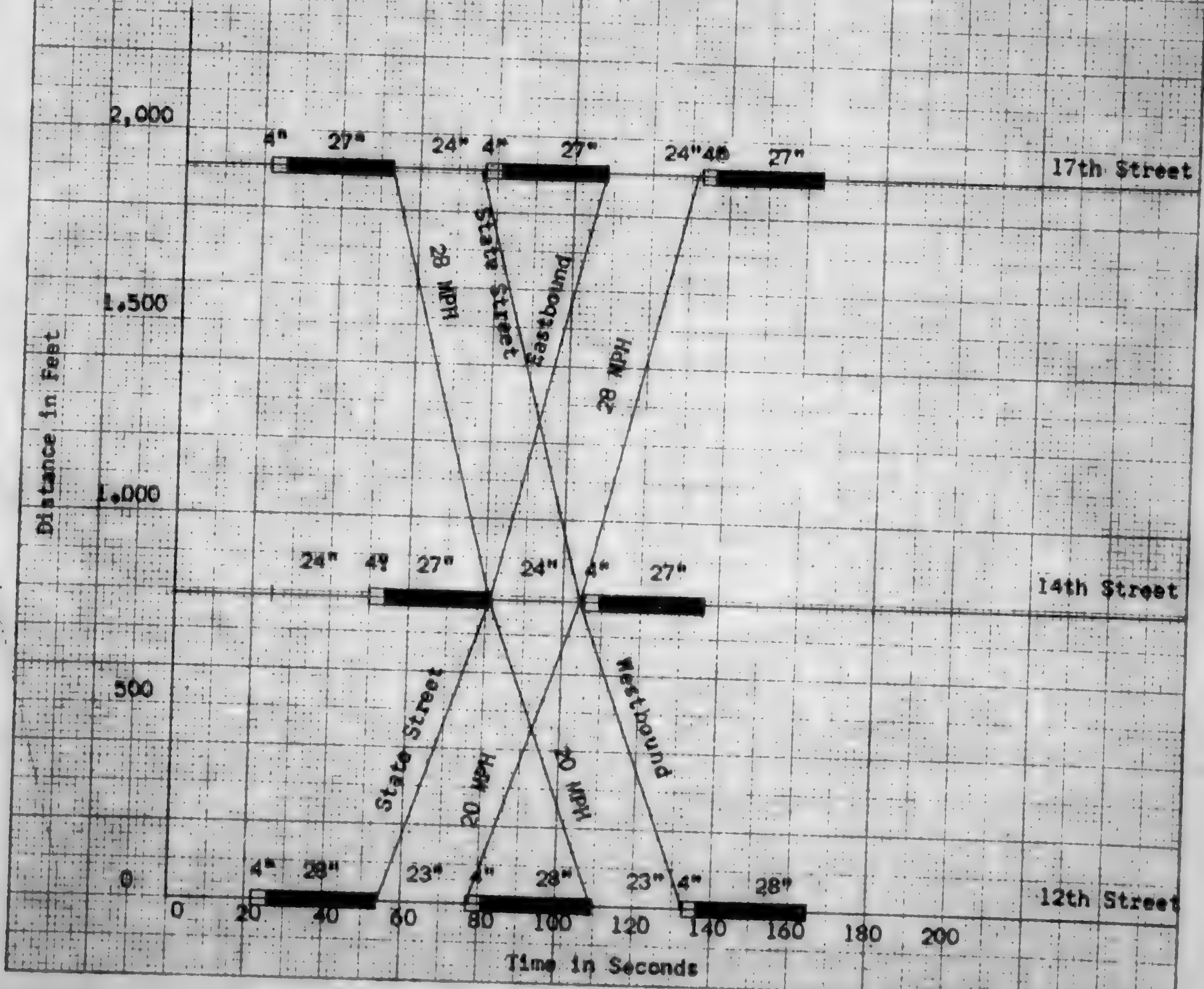
Tabulated by S = School Children
Computed by O = Other Pedestrians
Checked by
Checked by



OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
November, 1958
SIGNAL TIMING DIAGRAM
12th - 25th St. Section
Silver Creek Falls State Highway
State Street - Salem
55 Second Cycle
Speed as Noted

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
November, 1958

SIGNAL TIMING DIAGRAM
12th Street - 17th Street Section
Silver Creek Falls State Highway
State Street - Salem
55 Second Cycle
Speed as Noted



26-4225 W. Approaches to Steel Br. 1959
#5488 (Painting)

RECEIVED
OCT -7 1959
FOR FILING

[illegible] 5
938

October 5, 1959

Mr. Francis E. Harrington
Attorney at Law
914 Cascade Building
520 S. W. Sixth Avenue
Portland 4, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of October 1 informing us that your client, Mr. Art Anderson, has a claim in the amount of $100.00 for paint spray damage to his vehicle against the bond filed by Tri-State Painting Co. This appears to be our Contract No. 5488 with Tri-State Painting Co. for maintenance painting of the Steel Bridge (West Approaches) in the City of Portland.

This contract was completed July 17 and accepted by the State Highway Commission August 13, 1959. The General Insurance Company of America, through C. A. Tomassene & Sons, 1002 Cascade Building, Portland 4, furnished the performance bond. As this bond is for labor and performance only, there is a question if it would apply to this claim. Most contractors generally carry liability insurance but we do not know if such insurance is carried by the Tri-State Painting Co.

We are noting the claim in our records, however, and will notify the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
ec

RECEIVED
OCT -7 1959
FOR FILING

26:4[illegible]

5488

October 5, 1959

General Insurance Company of America
209 S. W 4th Ave.
Portland 4, Oregon

Gentlemen:

Attached is a photocopy of a claim letter received from Francis E. Harrington, Attorney, on behalf of his client, Art Anderson, in the amount of $100.00 for paint spray damage to his vehicle. This appears to be in connection with our Contract No. 5488 with Tri-State Painting Co. for maintenance painting the Steel Bridge (West Approaches) in Portland, Multnomah County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
C. A. Tomassene & Sons
1002 Cascade Building
Portland 4, Oregon

Tri-State Painting Co.
9100 S. E. Stanley Ave.
Portland 6, Oregon

(No cc sent to Comm., WCW, FC)
(Did not write Secy of State)

NOTED ON CARD
dc

CWH:fp

FRANCIS E. HARRINGTON
ATTORNEY AT LAW
914 CASCADE BUILDING
520 S. W. SIXTH AVENUE
PORTLAND 4, OREGON
CApitol 2-1826

October 1, 1959

State Highway Department
State Highway Building
Salem, Oregon

Re: Steel Bridge, Portland, Oregon
Tri-State Painting Company
9100 S. E. Stanley Avenue
Portland, Oregon

Gentlemen:

Mr. Art Anderson, member of Broadway DeLuxe Cab Company and owner of Cab No. 48, 1959 Chevrolet 4 Door Sedan, has retained me to make a claim against the bond filed by Tri-State Painting Company and its proprietor (?) Mr. Krieder.

During the painting of the N. W. Front Street approaches to the Steel Bridge in August, 1959, spray from the paint guns was blown onto and formed an immovable film upon Mr. Anderson's taxicab. The damage has been appraised at $100.00 for refinishing, waxing and reinstalling the decals.

On August 31, 1959 a letter of demand asking adjustment of the matter was sent to Tri-State Painting Company. Two telephone calls to the Company have disclosed receipt of the letter and knowledge of the claim, but no action has been taken by Tri-State Painting Company.

This letter constitutes a demand that the State of Oregon, through its Highway Department, charge the damage to Mr. Anderson's automobile against the bond filed by Tri-State Painting Company and that Mr. Anderson be paid the sum of $100.00 as his damages.

Very truly yours,

Francis E Harrington
Francis E. Harrington

FEH:hj
cc: Tri-State Painting Co.
cc: Mr. Art Anderson
Broadway Deluxe Cab Co.
234 N. W. First Avenue
Portland, Oregon

RECEIVED
1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 31, 1959

2,4225 ~~(CONTRACT NO.)~~	(EST. NO.)	(CONTRACTOR)	
5488	2 Final	Tri State Painting Co.	
~~(VOUCHER NO.)~~	(WARRANT NO.)	(AMOUNT)	(DATE)
21553	31789	$ 3,544.12	8/27/59

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **20 workdays from June 7, 1959**

Time Extensions: **None of record**

Completion Date: **July 17, 1959**

Date Accepted: **August 13, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **August 31, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
~~H. B. Glaisyer~~
Secretary

Warrant Mailed: SEP - 1 1959

Gic

NOTED ON CARD
jmc
9/3/59

A

RECEIVED
AUG 17 1959
FOR FILE

26-4 [illegible]

5488

August 14, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5488 for maintenance painting the West Approaches of the Steel Bridge in Portland, Multnomah County, was completed by the contractor, Tri-State Painting Company, on July 17, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $3,544.12 will be released to the contractor on or after August 24, 1959. The total contract amount is $6,014.62, of which amount $524.62 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL - 1 1959
FOR FILING

20-4225

5488

June 30, 1959

Tri-State Painting Company
9100 SE Stanley Avenue
Portland 6
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5488, awarded May 28, 1959, for maintenance painting the West Approaches of the Steel Bridge in Portland, Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
MAY 29 1959
FOR FILING

[illegible]

5488

May 28, 1959

Tri-State Painting Company
9100 S. E. Stanley Avenue
Portland 6, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 awarded to you State Highway Contract No. 5488 for painting the West approaches to the Steel Bridge in Multnomah County.

This award was based on your bid of $5,490 which was the low bid submitted to the Commission on May 26, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
MAY 11 1959

FOR FILING

26.4225

2188

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1959

SUBJECT: Contract - Painting of Steel Handrail and Curbs on Approaches to Steel Bridge Portland

To: Mr. P. M. Stephenson
Assistant Highway Engineer
Office

Relative to your letter of April 29, 1959, I herewith submit for your approval, estimates and quantities to present to the Bridge Dept. to prepare Specification for the contracting of the painting of the steel handrail, concrete posts and curbs on the approach structures to the Steel Bridge in Portland, Oregon.

All steel handrail has been spot sandblasted and spot painted two coats by our forces, and to complete will require 2 finish coats Green Bridge, Formula 317-51.

The concrete curbs and post should be cleaned by washing to remove all dirt and scum before painting the 2 coats of concrete grey, Latex or P. V. A. type paint.

Estimate cost per lin. ft. (Brush painted only)

Washing concrete curbs (light)	.35
Painting 2 Finish coats green on steel	.50
Painting 2 coats, grey on concrete	..70
	1.50

Clean and paint all concrete curb surfaces above the sidewalk or roadway deck to the bottom of curb or outside slab or deck curb section 2 coats concrete grey, P. V. A. paint.
Paint all steel handrail 2 coats Formula 317-51 Green.

6795 lin. ft. at $1.50	$10,195
12 1/2 %	1,275
Estimated cost:	$11,460

In the 1959 Budget we had set up $13,375.00 for painting the rails and curbs on these 4 structures. Prefix 26-4519. Of the $13,375 we have expended approximately $2,600.00 for the cleaning and painting of the stop coats, leaving a balance of $10,775.00

H. W. Hughlitt

H. W. Hughlitt
State Bridge Superintendent

Attached drawing #U1-306-(6)
sheet #3 Front Ave. Section -
Glisan St. -Ankeny St.
Pacific Hwy 1W

cc: I. A. DeFrance
A. G. Skelton
Ivan Merchant
R. V. Cotton

NOTED
P. M. STEPHENSON

I-80N-6(17) Glover-Perry Sec., Old 1959
247 Oregon Trail Hwy. (Pav.)
#5489 [redacted]

RECEIVED
MAR 14 1963
FOR FILING

[illegible]
5489

477 Cottage Street, N.E.
Salem, Oregon

March 13, 1963

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-80N-6(17)247
Glover-Perry Section

Our review of the final voucher for the subject project indicates that possibly a portion of the work was subcontracted without your written approval. In connection with your Contract No. 5489, Rogers Construction Company, we note that the Union Oil Company, in a letter dated November 30, 1961, and the Industrial Machinery and Supply Co. in a letter dated December 15, 1961, to your department, stated that material was furnished and paid for by the Russell Olson Construction Company.

We would appreciate having your department look into this matter and advise this office at an early date as to whether a subcontractual relationship existed and any further action, if any, which your department may take as a result of your review. If a subcontract is approved the items involved and amounts therefor should be furnished.

RECEIVED
MAR 13 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Young
3-14-63

NOTED
LLOYD P. SHAW

RECEIVED
JAN 26 1962

FOR FILING

[illegible]

5449

January 25, 1962

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Revised final payment
(Disregard our letter of 1/12/62)

Gentlemen:

State Highway contract #5489 for paving the Glover-Perry Section of the Old Oregon Trail in Union County was completed by the contractor, Rogers Const. Co., on October 17, 1961, and was formally accepted by the Highway Commission on December 8, 1961.

Final payment in the amount of $24,772.40 will be released to the contractor on or after February 1, 1962. The total contract amount is $896,358.24, of which amount $4,259.57 represents force account items.

You were previously notified that a claim had been filed against this contract, which has since been paid in full.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

cc: Rogers Construction Co.,
11760 NE Glisan Street
Portland 16
Oregon

RECEIVED
JAN 12 1962
FOR FILING

5489

January 12, 1962

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

State Highway contract #5489 for paving the Glover-Perry Section of the Old Oregon Trail in Union County was completed by the contractor, Rogers Const. Co., on October 17, 1961, and was formally accepted by the Highway Commission on December 8, 1961.

Final payment in the amount of $26,889.79 will be released to the contractor on or after January 19, 1962. The total contract amount is $897,554.60, of which amount $4,259.57 represents force account items.

You were previously notified that a claim had been filed against this contract, which has since been paid in full.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

cc: Rogers Construction Co.,
11760 NE Glisan Street
Portland 16
Oregon

RECEIVED
DEC 26 1961
FOR FILING

[illegible]

5489

D Cook

December 19, 1961

The Fidelity and Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Attention: Sheridan J. McCarthy
Bond Superintendent

Gentlemen:

We have received a letter from the Industrial Machinery & Supply Co., Box 775, La Grande, informing us that they have received a check from Russell Olson Construction Company, sub-contractor, in the amount of $75[illegible].08 which pays their account in full for material furnished in connection with State Highway Contract No. 5489. This appears to be in reference to the Rogers Construction Company's contract for paving the Glover-Perry Section of the Old Oregon Trail Highway, Union County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

Rogers Construction Company
11760 N.E. Glisan Street
Portland 16, Oregon

Commissioners McIver and Jackson
Mr. Forrest Cooper

NOTED ON CARD

RECEIVED
DEC 20 1961
FOR FILING

5489

December 19, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Glover-Perry Section
Old Oregon Trail Highway
Union County
Project No. I-80N-6(12)247

Herewith are two copies each of the tabulation of bids and contract between Salt Lake Pipe Line Company and D.B.S. Pipeline Construction Corp. in connection with adjusting the pipeline on the subject project.

Submission of these documents has been requested by your auditors. The work was authorized by your office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DBP:jb

RECEIVED
DEC 26 1961
FOR FILING

I [illegible]

5489

J Cook

December 19, 1961

Industrial Machinery & Supply Co.
Box 775
La Grande, Oregon

Attention: Mr. Layton V. Graham

Gentlemen:

This is to thank you for your letter of December 15 informing us that you have received a check from Russell Olson Construction Company, sub-contractor, in the amount of $743.08 which pays their account in full for material furnished on State Highway Contract No. 5489. Our records indicate this to be Rogers Construction Company's contract for paving the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

This information will be noted in our records and we will advise the Surety and the Contractor of the receipt of your letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:kp

NOTED ON CARD
dc

RECEIVED
DEC 18 1961
FOR FILING

I-80N-6(19)219

5489

December 15, 1961

Industrial Machinery & Supply Co.
1410 Adams Avenue
LaGrande, Oregon

Attention: Layton V. Graham

Gentlemen:

As requested in your letter of December 13, we are attaching a copy of the excerpts from the Oregon Laws relating to public contracts and covering the procedure for the filing of claims.

We are sorry this was omitted in our letter of December 11, 1961.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMM.

By
C. W. Head, Assistant Secretary

CWH:jmc

Encl.

SPEED LETTER

TO Oregon State Highway Commission
Salem
Oregon

FROM INDUSTRIAL MACHINERY
& SUPPLY CO.
1410 Adams Ave. La Grande, Ore.

SUBJECT ATTENTION: Mr. Floyd Query

MESSAGE

DATE December 13 1961

Dear Mr. Query;

Please refer to the letter of 12/11/61, over your signature, specifically the last paragraph in which you mention the 'attached excerpts from Oregon laws, etc...' there were no forms or instructions on the filing procedure, so would you be so kind as to forward the correct forms and the instructions for proper procedure for collection in this particular situation? Thank you.

SIGNED Layton V. Graham

REPLY

DATE 19

Cec, please do
FQ

RECEIVED
DEC 15 1961
OREGON
STATE HIGHWAY COMMISSION

SIGNED

FORM 44-802 U.S.A.

RETAIN WHITE COPY, RETURN PINK COPY

Industrial Machinery & Supply Co.

Phone WO-3-4623 Box 775
LA GRANDE, OREGON

December 15, 1961

State of Oregon
State Highway Department
Salem, Oregon

Attention: Floyd Query

Dear Sir:

This is to advise you that we have today received a check from Russell Olson Construction Company in the amount of $753.08 which pays their account in full for material furnished to them in completion of work on contract No. 5489 on the Glover-Perry Section on Highway 30.

Sincerely,

Layton V. Graham
Layton V. Graham

LVG;ml

cc: Rogers Construction Company
A. F. Parsons
Russell Olson Construction

NOTED
FLOYD QUERY

Cec, please ack.
FQ

RECEIVED
DEC 18 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 15 1961

FOR FILING

I [illegible] N [illegible] (17) [illegible]

5499

December 14, 1961

Industrial Machinery & Supply Co.
P. O. Box 775
La Grande, Oregon

Attention: Mr. Layton V. Graham

Gentlemen:

Reference is made to our letter of December 11 concerning your claims against S & D Construction Co. and Russell Olson, subcontractor for Rogers Construction Company. #5489

In the second paragraph of our letter we inadvertently gave you the wrong contract number. The S & D Construction Co. contract number should be 5703 and not 4703.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

RECEIVED
C 13 1961

FOR FILING

I 80N 6(19)247

5489

December 11, 1961

Fidelity and Casualty Co. of N. Y.
140 Pine Street
San Francisco 11, California

Gentlemen:

A letter has been received from Industrial Machinery and Supply Company, La Grande, advising that Russell Olsen Construction Company, subcontractor for Rogers Construction Company, owes them $753.08 for materials.

This appears to be in reference with the Rogers Construction Company Contract 5489, Glover-Perry Section, Old Oregon Trail Highway in Union County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:mg
cc: Hallett, Fisher & Carls, Inc.
Rogers Construction Co.
M. K. McIver
G. L. Jackson
Forrest Cooper

NOTED ON CARD
1C

RECEIVED
DEC 13 1961

I-80N-6(11)247

5489

D Cook

December 11, 1961

Industrial Machinery & Supply Co.
P. O. Box 775
La Grande, Oregon

Attention: Layton V. Graham

Dear Mr. Graham:

This is to acknowledge receipt of your claim letter of November 28 addressed to Mr. A. F. Parson, Division Engineer at LaGrande.

You state that S & [illegible] Construction Company owes you $778.00. This appears to be in reference to the S & [illegible] Construction Company Contract 4703, Meacham Railroad Overcrossing, Deadman's Pass-Meacham Section on the Old Oregon Trail Highway in Umatilla County. Our Bridge Division informs us that this project was approximately [illegible] per cent complete as of December 1, 1961.

5763 =

The Home Indemnity Company, through Seth Leavens Agency, 500 Jackson Tower, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

Your letter also states that Russell Olson, subcontractor for Rogers Construction Company, owes you $753.08. This appears to be in connection with Rogers Construction Company Contract No. 5489, paving, Glover-Perry Section, Old Oregon Trail Highway in Union County. This contract was completed October 17, 1961 and was accepted by the State Highway Commission on December 8, 1961.

The Fidelity and Casualty Company of New York, through Pallett, Fisher & Carlo, Inc., U. S. National Bank Building, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claims under the bonds, the claims should be filed with the Secretary of State within six months after the contracts have been accepted by the State Highway Commission.

Attached are excerpts from the Oregon laws outlining the filing procedure. In the meantime this information will be noted in our records and we will advise the sureties and the contractors that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:mg
Attach.

RECEIVED
DEC 5 1961
FOR FILING
I-RN [illegible]
5449

December 4, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Co.
2525 N. Larrabee Ave.
Portland 17, Oregon

Dear Sir:

This is to advise you that work was completed Oct. 17, 1961, on the Glover-Perry Section in Union County, State Highway Contract No. 5489.

Agreement with your company is involved in connection with work on this project.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

By

L. H. Young
Office Engineer

DBP:bb

RECEIVED
NOV 21 1961
FOR FILING
[illegible]

5489

November 17, 1961

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Const. Co., a portion of the funds heretofore retained by the Commission on contract #5489 for paving the Glover-Perry Section of the Old Oregon Trail in Union County.

This payment, in the amount of $34,619.40, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $26,796.04. The present payment will be released on or after November 24, 1961.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

cc: Rogers Const. Co.,
11760 NE Glisan St.,
Portland 16
Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Final
No. 94

For Week Ending November 17, 19 61

Section Glover-Perry

Kind of work Paving

Highway Old Oregon Trail County Union

Section prefix 631-1049 I-80N-6(17)247

Contractor Rogers Construction Co.

Contract number 5489

Date of contract May 28, 19 59

Specified work days 180

Date work started Feb. 2, 19 60

Work days used 180

Project authorization $1,016,204.63

Exclusive of engineering $ 943,941.19

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $897,554.60

Estimated per cent ~~overrun~~ or underrun 5 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 72,263.44

Engineering cost to date $ 71,004.02, 98 %

Date project was completed October 17, 1961, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
None	None	100	None	100	100 100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Four men spent major portion of week compiling data for the semi-final estimate.

Semi-final estimate was handed in to the Division Office this date: November 17, 1961

CONSTRUCTION DIVISION
RECEIVED
NOV 20 1961
NOTED

NOTED

Signed James W. Valentine

Address Asst Res Engr

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.5	7.25		Ton C.Y.	7.25
Miles partially completed					
Miles completed	.5	7.25			7.25
Total estimated quantities (contract)	43,100 CY	235,500 Tons		Asph. Agg. 810 6,770	64,000 Tons
Total quantities corrected to date	40,331 CY	230,524 Tons		751 5,173	66,330 Tons
Estimated quantities moved or placed to date	"	"		" "	"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair-Cool		
Tuesday	Fair-Moderate		
Wednesday	Fair-Windy-Chilly		
Thursday	Fair-Calm-Chilly		
Friday	Fair-Cool		
Saturday			

RECEIVED
OCT 20 1961
FOR FILING

[illegible]

5419

October 20, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 17, 1961, on Contract No. 5489, Glover-Perry Section, in Union County, in connection with Federal Aid Project No. I-80N-6(17)247.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: H. S. Cox

RECEIVED
FORM E-123-X 50M 1-61
OCT 4 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

2149

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 3, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Glover-Perry Section
Old Oregon Trail Highway
Contract No. 5489
Oregon Project I-80N-6(17)247

Dear Sir:

Reference is made to your letter of September 11, 1961 containing approval of placing one inch of asphaltic concrete over the low asphalt content material between Stations 425 and 453+80.

The outlined work has been completed at no expense to the State or Federal Government.

Very truly yours,

W. C. Williams
State Highway Engineer

By
FBKlaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper

RECEIVED
1961
STATE HIGHWAY ENGINEER

FORM CD-121
(9-22-59)

UNITED STAT GOVERNMENT
Memorandum

U DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: September 11, 1961

By: ME Martin
M. E. Martin
Acting Division Engineer

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Asphaltic Concrete, Glover-Perry Section
Oregon Project I-80N-6(17)247
Old Oregon Trail Highway

Reference is made to your letter of September 7, 1961 concerning the low asphalt content of the asphaltic concrete, Station 425 - 453+80, on this project.

We approve the method chosen by the contractor of placing one-inch of specification asphaltic concrete as a cover over the area shown above at no additional cost to the Government.

We believe this would require the contractor to build up the shoulder area to conform to the new roadway before placing the oil mat cover. We feel this to also be the contractor's responsibility.

[illegible]

CON [illegible] ISION
RI
SEP 12 1961
NOTED-- CE ACE ACE CCE

REFERRED TO
Klatoe
By Ass't. Construction Engineer

CC Parson (Please report)
B Klatoe

RECEIVED
SEP 13 1961

~~FOR FILING~~

I-80N 6(17) [illegible]

5489

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: September 11, 1961

By: M E Martin
M. E. Martin
Acting Division Engineer

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Asphaltic Concrete, Glover-Perry Section
Oregon Project I-80N-6(17)247
Old Oregon Trail Highway

Reference is made to your letter of September 7, 1961 concerning the low asphalt content of the asphaltic concrete, Station 425 - 453+80, on this project.

We approve the method chosen by the contractor of placing one-inch of specification asphaltic concrete as a cover over the area shown above at no additional cost to the Government.

We believe this would require the contractor to build up the shoulder area to conform to the new roadway before placing the oil mat cover. We feel this to also be the contractor's responsibility.

File

RECEIVED
SEP 11 1961
FOR FILING

COMMISSIONERS
M[illegible]VER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

5449

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Asphaltic Concrete
Glover-Perry Section
Old Oregon Trail Highway
Contract No. 5489

Dear Sir:

Reference is made to a letter dated August 29, 1961 signed by Mr. G. W. Harra, Engineer of Materials, concerning the asphalt content of asphaltic concrete material placed between Stations 425 and 453+80 on this project.

The contractor has agreed to cover the low asphalt content asphaltic concrete with one inch of specification asphaltic concrete mix at his expense.

May we have your immediate approval of proceeding in this manner to correct the deficiencies listed in Mr. Harra's letter.

Very truly yours,

W. C. Williams
State Highway Engineer

By FBKlaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
G. W. Harra

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
1961
FOR FILING

August 29, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Salem, Oregon

Subj: Asphaltic Concrete for Glover-Perry Project. Contract No. 5489

Dear Sir:

On August 17 trouble was encountered with the paving plant producing material for subject project in that the asphalt pump was not functioning properly. When it became obvious that correction could not be made to insure satisfactory asphalt control, the plant was shut down for repair. Field tests indicated that 800 feet of pavement representing 151 tons, laid just prior to shut down was deficient in asphalt. Consequently this 800 feet was bladed out of the roadway, picked up, and piled in the back of the quarry site. Subsequent laboratory tests on this material indicated an asphalt content of less than 4%.

The contractor overhauled the asphalt pump and production was resumed on August 18. Both field tests and laboratory tests indicated uniform and satisfactory asphalt control for August 18, 19,21,22, and 23. On August 24, field tests indicated boarderline asphalt content which condition continued throughout the next day. At this time the contractor was required to obtain a new pump prior to resumption of pavement production. Laboratory tests on material produced August 24 and 25 indicated an asphalt content below that required in the design mix. Results of tests show asphalt contents of 4.6%, 4.0%, 4.1%, and 4.1%.

Although this material does not meet the job mix specification of 5.1 ± 0.3%, the material does have definite stability and some cohesion. As a wearing surface the deficiency of asphalt would make the pavement subject to pitting and raveling. However, if an inch of specified quality pavement were placed over that with deficient asphalt content, the extra thickness would be of advantage in addition to producing a normal wearing surface.

It is therefore recommended that, rather than remove the pavement laid with deficient asphalt, an inch of specified Class B mix be placed over the top as a wearing course at the contractors expense.

NOTED

The area involved is the west bound lane from station 425 + 00 to 453 + 80. This area includes a widening for the exit lane at Glover and therefore includes more tonage than just that required in traffic lane widths. The amount of questionable pavement involved is estimated at 1715 tons total with 509 tons of base and 1206 tons of top. This will require approximately 600 tons of Class B mix to cover the area with one inch of wearing course.

Very truly yours,

G W Harra
G.W. HARRA
Engineer of Materials

c.c. F. Cooper
G. S. Paxson
Tom Edwards
A. F. Parson

OAW:vs

RECEIVED
AUG [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 23 1961
FOR FILING

I-[illegible]N-6([illegible]) [illegible]

5489

8

June 23, 1961

Oregon State Highway Commission

Gentlemen:

Effective 8:00 a.m., Tuesday, June ~~27~~ 20, 1961, approval was granted for the establishment of a 35-mile-per-hour construction speed zone on the Glover-Perry section of the Old Oregon Trail, Highway No. 6, between M. P. 245.25 and M. P. 255.59 in Union County.

Your concurrence is requested in the establishment of the above-described speed zone.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall
VPJ:pk ms

RECEIVED
JUN 22 1961
FOR FILING

COMMISSIONERS
M. W. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5489

June 21, 1961

Mr. Lee Bown, Deputy Sup't.
Department of State Police
107 Public Service Bldg.
Salem, Oregon

Dear Sir:

Effective 8:00 A.M., Tuesday, June 20, 1961, approval was granted for the establishment of a 35 MPH construction speed zone on the Glover-Perry Section of the Old Oregon Trail, Hwy. No. 6, between M.P. 248.25 and M.P. 255.59.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By Original Signed by F. B. CRANDALL

F. B. Crandall
Traffic Engineer

VPJ:pk
bc: G. S. Paxson

NOTED

RECEIVED
JUN 22 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 12 1961
FOR FILING

I-80N-6(17)247

2249

Salem, Oregon
May 12, 1961

Mr. J. W. DeSouza

Herewith two fully executed copies of an agreement covering the Hilgard-Perry Section of the Old Oregon Trail Highway in Union County.

One of these is for the County. Please see that this gets to the County and file the other copy with Mr. Query.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

cc to: Mr. Floyd Query

RECEIVED
MAY 12 1961
FOR FILING
I-80N-6(17)247
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
5489

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

MAY 10, 1961

Ref. File: D 315 - 2 - 76

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Referring to your letter of February 10th relative to agreement covering Hilgard-Perry Section of Old Oregon Trail Highway in Union County:

Herewith 2 fully-executed copies of agreement dated July 20, 1960, one to be retained by the Highway Department and the other for forwarding to Union County.

On page 2 under subparagraph (b) provision is made for payment of $675.00 to the Railroad Companies upon execution and delivery of agreement, and will appreciate if you would place this item in line for payment.

Yours very truly,

G H Baker
G. H. Baker,
Superintendent

encs.

RECEIVED
MAY 12 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 13 1961
FOR FILING

I-80N-6(17)247

5489

February 10, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Hilgard-Perry Section
Old Oregon Trail Highway

Dear Sir:

In conformance with your letter of February 2, I am returning herewith original and duplicate copies of the agreement covering the Hilgard-Perry Section of the Old Oregon Trail Highway in Union County. The two commissioners who originally executed this agreement have indicated their approval of revised Sheet 2 of Schedule 1, which is a correction of the description for Parcel #1 of the easements granted.

This covers a project completed some time ago, and we are very anxious to have the completed agreement in our files so that collection of federal-aid funds can be made. We would appreciate anything you can do to expedite the completion and return of this agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.

[redacted]

cc to: Mr. W. C. Williams
Mr. J. W. DeSousa
Mr. R. L. Porter

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

FEBRUARY 2, 1961

Ref. File: D 315 - 2 - 76

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Hilgard - Perry Section,
Old Oregon Trail Highway

In processing the agreement on the captioned project, an error was discovered in the area of Parcel 1, as described in Schedule 1. The original document referred to the area as 3.68 acres, whereas it should have been 6.36 acres.

Revised Sheet 2 of Schedule 1, correcting this error, has been inserted in the agreement. Will you please arrange for the initialing of this change on Sheet 2 by both the Highway Commission and the County Commissioners on the three signatory counterparts which are returned herewith.

When this has been accomplished, will you please return the document to me for re-submission to my Principals?

Yours very truly,

G. H. Baker,
Superintendent

encs.

RECEIVED
FEB - 3 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible]

RECEIVED
FEB 7 1961
FOR FILING

I-80N-6(17)247

5489

February 6, 1961

Mr. M. K. McIver, Chairman
State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Dear Mr. McIver:

I am enclosing herewith three copies of an agreement with the Union Pacific Railroad Company covering the Perry-Hilgard Section of US30 in Union County.

This agreement was executed by the Highway Commission on July 20, 1960, and returned to the Railroad Company for signature. The Railroad Company's office discovered a very minor error in the description of the easements for Parcel No. 1 and has returned it to us, requesting that the Commissioners who signed the agreement initial the page which was revised. This is page 2, Schedule 1, attached to the agreement, and I have marked the page with a green slip of paper so that you may readily locate it.

It would be appreciated if you would place your initials on this page on all three copies and send them to Mr. Jackson so that he may initial and return them to this office.

Very truly yours,

W. C. Williams
State Highway Engineer

GSP:ms me

Enclosure

cc Glenn L. Jackson
Forrest Cooper
G. S. Paxson

RECEIVED
JAN 18 1961
FOR FILING

1-90N-6(17)247
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION
5489

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JANUARY 11, 1961

(Ref. File D 315 - 2 - 76)

Mr. G. S. Paxson,
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

Perry-Hilgard Section, Old Oregon Trail Highway

Your letter of January 5th inquiring as to status of easement and construction agreement:

The agreement is now before our Executives for approval and it is expected that fully-executed document will be returned the latter part of the month.

Yours very truly,

G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
JAN 17 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

RECEIVED
JAN - 6 1961
FOR FILING

1-40N (11) 47

5489

January 5, 1961

Mr. G. H. Baker, Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: State-Railroad Agreement
Perry-Hilgard Section
US30

Dear Sir:

Under date of July 20, 1960, the agreement between the State and Railroad covering the Perry-Hilgard Section of US30 in Union County was returned to you after having been signed by the Highway Commission. Again on December 7, 1960, Mr. DeSouza wrote asking where the agreement was. To date, we have not received the agreement, and it is holding up our billing to the Federal Government for Federal participation in this section.

It would be appreciated if you would check on this and let me know when we may expect to receive the fully executed document.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:mo

cc to: Mr. W. C. Williams
Mr. J. W. DeSouza
Mr. R. L. Porter

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
DEC 8 - 1960
FOR FILING
1-80N-6(17), 247
5489

December 7, 1960

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
2525 No. Larrabee Avenue
Portland 17, Oregon

Re: File 27895
OWRR & N Co. Encroachment Agreement
Perry-Hilgard Section
Old Oregon Trail Highway
Union County

Dear Mr. Baker:

On July 22, 1960 I returned to you triplicate copies of agreement relative to the above titled matter, your file C 315-2-76, which had been executed by the State Highway Commission.

The State's executed copy does not appear to have been returned, and I am now advised that the receipt of this is urgent in order to enable the handling of Federal cooperation. Your early return of an executed copy of the agreement will be sincerely appreciated.

Please note that in the letter of July 22 I requested 10 additional prints of Exhibit "A" attached to the instrument.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks

cc: G. S. Paxson
Ivan Merchant
Attention: A. C. Mohr

NOTED
G S Paxson

RECEIVED
DEC - 7 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FORM CD-121

UNITED ST[illegible]ES GOVERNMENT

Memorandum

RECEIVED
[illegible] 10 1960
FOR FILING

. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: November 8, 1960

1-80N 6(17) 247
5489

C G Polk

FROM : C. G. Polk, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(17)247
Glover-Perry Paving
Contract No. 5489

We concur in your recommendation to change the base design from 12" to 9" on the subject project between Stations 803 and 817 as outlined in your letter dated November 7, 1960.

We wish to commend your construction personnel for initiating this action.

Porter
Edw

RECEIVED
NOV 9 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 9 1960
FOR FILING
1-80N-6(17)247
5489

November 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering directional signing on the Glover-Perry Section of the Old Oregon Trail Highway in Union County, Contract No. 5489, in connection with Federal Aid Project No. I-80N-6(17)247.

This work is necessary for the direction and guidance of traffic during construction. It does not include warning signs, lights and barricades required of the contractor for the protection and safety of traffic and workmen.

Recommendation for approval has been given verbally by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb
Enc.

RECEIVED
NOV - 7 1960
FOR FILING
1-80N-6(17)247

5489

November 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Approval of a change in the base design on the Glover-Perry Section, 1-80N-6(17)247, our Contract No. 5489, is requested.

The change involves reducing the base rock design between Station 803 and Station 817 from 12 inches to 9 inches. The subgrade in this area is solid rock. It was graded under a previous contract to allow for only 9 inches of coarse crushed base. When this contract was set up a uniform 12 inches was specified throughout its entire length. However, since the subgrade was excellent we feel that it would be poor engineering to take out the 3 inches that would be required to provide for a total of 12 inches coarse crushed base.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

FBK:jk fn

Contract 5489 10-18-60

RECEIVED OCT [illegible] 1960 FOR FILING Monthly transaction number 10-80	For -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project report number **11**	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Union**
I-80N-6(17)247 5489		Project number **I-80N-6(17)247**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **August 14**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project $ **1,027,858.00**

Revised Federal funds $ **945,000.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **18** day of **October**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX **C. G. Polk**
Division Engineer

By:
R. C. Wright
Administrative Manager

USComm-DC 11170

October 18, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Glover-Perry Section, Project No. I-80N-6(17)247.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:er

September 7, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Glover-Perry Section, Project No. I-80N-6(17)247.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:bb

Oregon State Highway Department

Federal Aid
Project No. I-80N-6(17)247

CLOVER-PERRY SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, September 7, 1960

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 15,000.00

Type Code 6201
Roadway (Sta. 430+00 to Sta. 817+00)(Contract No. 5489)

Removal of Bridges	All	Required	$	$ 4,000.00
Special Borrow Excavation, Unclassified	21,600	cu.yds.	0.40	8,640.00
General Excavation, Unclassified	21,500	cu.yds.	0.50	10,750.00
Loose Riprap	1,870	cu.yds.	0.80	1,496.00
Installing and Salvaging State-furnished Pipe	All	Required		1,500.00
Type 1 Fence	10	rod	6.50	65.00
Salvaging and Reinstalling Guard Rail	880	lin.ft.	1.50	1,320.00
Metal Guard Rail	29,000	lin.ft.	2.50	72,500.00
Metal Median Barrier	26,000	lin.ft.	3.80	98,800.00
Guide Posts, Type W-1	260	only	4.50	1,170.00
Guide Posts, Type Y-2	120	only	6.00	720.00
Guide Posts, Type Y-3	4	only	7.00	28.00
Coarse Crushed Material in Base	197,700	tons	1.22	241,194.00
3/4" - 0 Material in Base	37,800	tons	1.30	49,140.00
Sprinkling	4,400	M-gal.	1.50	6,600.00
Preparation of Base	All	Required		3,500.00
3/4" - 0 Material in Binder Course	2,100	cu.yds.	2.60	5,460.00
Furnishing and Placing Aggregates	4,670	cu.yds.	3.00	14,010.00
RC-3 Asphalt	340	ton	48.00	16,320.00
120-150 Asphalt	360	ton	39.00	14,040.00
RS-1 Asphalt	110	ton	50.00	5,500.00
Asphaltic Concrete Mixture	64,000	ton	3.20	204,800.00
85-100 Asphalt in Mixture	3,840	ton	36.00	138,240.00
Asphaltic Concrete Traffic Markers	1,000	lin.ft.	1.00	1,000.00
				$900,793.00
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
				$903,293.00

Delineation and Signing (Sta. 430+00 to Sta. 817+00)(Contract No. 5775)

Furnish 8" BP 36# Steel Piling	393	lin.ft.	$5.00	$ 1,965.00
Drive Steel Piles	22	only	50.00	1,100.00
Metal Sign Posts	All	Required (45%)		868.50
Metal Sign Supports	All	Required		600.00
Wood Sign Posts	All	Required (45%)		990.00
Type "A" Signs in Place	1,233	sq.ft.	6.80	8,384.40
Type "B" Signs in Place	38	sq.ft.	6.80	258.40
Type "C" and "D" Signs in Place	541	sq.ft.	3.10	1,677.10
Type "E", "F" and "G" Signs in Place	128	sq.ft.	4.25	544.00
Type "J" Signs in Place	30	sq.ft.	7.00	210.00
Guide Posts, Type W-1	125	only	6.00	750.00
Guide Posts, Type Y-2	20	only	7.00	140.00
				$ 17,487.40

Subtotal	$920,780.40
10% Engr. & Cont.	92,077.60
Total	$1,012,858.00

Length of Roadway - - - - - -	7.248 Miles
Length of 6 Structures- - - -	0.094 Mile
Total Length- - - - - - - - - -	7.342 Miles
Cost of Roadway Per Mile- - -	$139,743.10

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 13,500.00	$ 1,500.00
Roadway	1,012,858.00	931,500.00	81,358.00
	$1,027,858.00	$945,000.00	$82,858.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Delineation and Signing (Sta. 430+00 to Sta. 817+00)(Contract No. 5775)

Furnish 8" BP 36# Steel Piling	393	lin.ft.	$5.00	$ 1,965.00
Drive Steel Piles	22	only	50.00	1,100.00
Metal Sign Posts	All	Required (45%)		868.50
Metal Sign Supports	All	Required		600.00
Wood Sign Posts	All	Required (45%)		990.00
Type "A" Signs in Place	1,233	sq.ft.	6.80	8,384.40
Type "B" Signs in Place	38	sq.ft.	6.80	258.40
Type "C" and "D" Signs in Place	541	sq.ft.	3.10	1,677.10
Type "E", "F" and "G" Signs in Place	128	sq.ft.	4.25	544.00
Type "J" Signs in Place	30	sq.ft.	7.00	210.00
Guide Posts, Type W-1	125	only	6.00	750.00
Guide Posts, Type Y-2	20	only	7.00	140.00
				$ 17,487.40
	Subtotal			$920,780.40
	10% Engr. & Cont.			92,077.60
		Total		$1,012,858.00

Length of Roadway - - - - - - 7.248 Miles
Length of 6 Structures- - - - 0.094 Mile
Total Length- - - - - - - - - 7.342 Miles
Cost of Roadway Per Mile- - - $139,743.10

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 13,500.00	$ 1,500.00
Roadway	1,012,858.00	931,500.00	81,358.00
	$1,027,858.00	$945,000.00	$82,858.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Federal Aid
Oregon State Highway Department — Project No. I-80N-6(17)247

GLOVER-PERRY SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UNION COUNTY.

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 4, 1959

Type Code P. E.

Preliminary Engineering	All	Required	$	$ 15,000.00

Type Code 6201
Roadway (Sta. 430+00 to Sta. 817+00)

Removal of Bridges	All	Required	$	$ 10,000.00
Special Borrow Excavation, Unclassified	21,600	cu. yds.	0.45	9,720.00
General Excavation, Unclassified	21,500	cu. yds.	0.45	9,675.00
Loose Riprap	1,870	cu. yds.	2.00	3,740.00
Installing and Salvaging State Furnished Pipe	All	Required		2,000.00
Type 1 Fence	10	rods	10.00	100.00
Salvaging and Reinstalling Guard Rail	880	lin. ft.	1.50	1,320.00
Metal Guard Rail	29,000	lin. ft.	3.00	87,000.00
Metal Median Barrier	26,000	lin. ft.	4.50	117,000.00
Guide Posts, Type "W-1"	260	only	4.50	1,170.00
Guide Posts, Type "Y-2"	120	only	5.00	600.00
Guide Posts, Type "Y-3"	4	only	6.50	26.00
Coarse Crushed Material in Base	197,700	tons	1.40	276,780.00
3/4" - 0 Material in Base	37,800	tons	1.50	56,700.00
Sprinkling	4,400	M-gal.	3.00	13,200.00
Preparation of Base	All	Required		3,000.00
3/4" - 0 Material in Binder Course	2,100	cu. yds.	3.75	7,875.00
Furnishing and Placing Aggregates	4,670	cu. yds.	3.75	17,512.50
RC-3 Asphalt	340	tons	48.00	16,320.00
120-150 Asphalt	360	tons	46.00	16,560.00
RS-1 Asphalt	110	tons	48.00	5,280.00
Asphaltic Concrete Mixture	64,000	tons	3.35	214,400.00
85-100 Asphalt in Mixture	3,840	tons	38.00	145,920.00
Asphaltic Concrete Traffic Markers	1,000	lin. ft.	1.00	1,000.00
				$1,016,898.50
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
		Subtotal		$1,019,398.50
	10%	Engr. & Cont.		101,939.85
		Total		$1,121,338.35

Length of Roadway	7.248 Miles
Length of 6 Structures	0.094 Mile
Total Length	7.342 Miles
Cost of Roadway Per Mile	$154,709.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 13,500.00	$ 1,500.00
Roadway	1,121,338.35	1,035,500.00	85,838.35
	$1,136,338.35	$1,049,000.00	$87,338.35

Retained in Program Status:
Work: Traffic Signs
Federal Funds: $22,000.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-6(17)247

GLOVER-PERRY SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, July 18, 1960

Type Code P.E.

Preliminary Engineering	All	Required		$ 15,000.00

Type Code 6201
Roadway (Sta. 430+00 to Sta. 817+00)(Contract No. 5489)

Removal of Bridges	All	Required		$ 4,000.00
Special Borrow Excavation, Unclassified	21,600	cu. yds.	$ 0.40	8,640.00
General Excavation, Unclassified	21,500	cu. yds.	0.50	10,750.00
Loose Riprap	1,870	cu. yds.	0.80	1,496.00
Installing and Salvaging State Furnished Pipe	All	Required		1,500.00
Type 1 Fence	10	rods	6.50	65.00
Salvaging and Reinstalling Guard Rail	880	lin. ft.	1.50	1,320.00
Metal Guard Rail	29,000	lin. ft.	2.50	72,500.00
Metal Median Barrier	26,000	lin. ft.	3.80	98,800.00
Guide Posts, Type "W-1"	260	only	4.50	1,170.00
Guide Posts, Type "Y-2"	120	only	6.00	720.00
Guide Posts, Type "Y-3"	4	only	7.00	28.00
Coarse Crushed Material in Base	197,700	tons	1.22	241,194.00
3/4" - 0 Material in Base	37,800	tons	1.30	49,140.00
Sprinkling	4,400	M-gals.	1.50	6,600.00
Preparation of Base	All	Required		3,500.00
3/4" - 0 Material in Binder Course	2,100	cu. yds.	2.60	5,460.00
Furnishing and Placing Aggregates	4,670	cu. yds.	3.00	14,010.00
RC-3 Asphalt	340	tons	48.00	16,320.00
120-150 Asphalt	360	tons	39.00	14,040.00
RS-1 Asphalt	110	tons	50.00	5,500.00
Asphaltic Concrete Mixture	64,000	tons	3.20	204,800.00
85-100 Asphalt in Mixture	3,840	tons	36.00	138,240.00
Asphaltic Concrete Traffic Markers	1,000	lin. ft.	1.00	1,000.00
				$ 900,793.00
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
				$ 903,293.00

Delineation and Signing (Sta. 430+00 to Sta. 817+00)

Furnish 8" BP 36# Steel Piling	393	lin. ft.	$ 6.00	$ 2,358.00
Drive Steel Piles	22	only	75.00	1,650.00
Metal Sign Posts	All	Required (45%)		1,291.50
Metal Sign Supports	All	Required		2,000.00
Wood Sign Posts	All	Required (45%)		1,507.50
Type "A" Signs in Place	1,233	sq. ft.	8.10	9,987.30
Type "B" Signs in Place	38	sq. ft.	8.50	323.00
Type "C" & "D" Signs in Place	541	sq. ft.	5.25	2,840.25
Type "E", "F" & "G" Signs in Place	128	sq. ft.	5.75	736.00
Type "J" Signs in Place	30	sq. ft.	8.00	240.00
Guide Post, Type W-1	125	only	6.00	750.00
Guide Posts, Type Y-2	20	only	7.00	140.00
				$ 23,823.55

Subtotal	$ 927,116.55
10% Engr. & Cont.	92,711.45
Total	$1,019,828.00

Length of Roadway - - - - - - - - - - - 7.248 Miles
Length of 6 Structures- - - - - - - - 0.094 Mile
Total Length- - - - - - - - - - - - - 7.342 Miles
Cost of Roadway Per Mile- - - - - - - $140,704.74

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 13,500.00	$ 1,500.00
Roadway	1,019,828.00	940,500.00	79,328.00
	* $1,034,828.00	$954,000.00	$ 80,828.00

*	Total Cost	Federal Funds
P.A. Status		
Roadway	$1,008,622.30	$931,000.00
PS&E Status		
Signing	26,205.70	23,000.00
	$1,034,828.00	$954,000.00

Ent. No. 5489 8-14-59 A

Monthly Transaction No. RECEIVED AUG 17 1959-52	Form ? (9-12 .) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
		County **Union**
Project Report No. I 80N-6(17)247 5489	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **I-80N-6(17)247**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **East end I-62(13) to Perry**
(Glover-Perry Section)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	**1-9-58**	**---**
Rights-of-Way		
Construction	**5-8-59**	**7.3**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **1,008,622**	Federal funds $ **931,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
~~Deputy~~ **State Highway Engineer**
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **August 14, 1959**

USComm-DC 40257

August 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Glover-Perry Section, Project No. I-80N-6(17)247.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

July 31, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Glover-Perry Section, Project No. I-80N-6(17)247.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:br

Oregon State Highway Department

Federal Aid
Project No. I-80N-6(17)247

GLOVER-PERRY SECTION OF THE
OLD OREGON TRAIL HIGHWAY IN UNION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, July 31, 1959

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 15,000.00

Type Code 6201
Roadway (Sta. 430+00 to Sta. 817+00)(Contract No. 5489)

Removal of Bridges	All	Required	$	$ 4,000.00
Special Borrow Excavation, Unclassified	21,600	cu. yds.	0.40	8,640.00
General Excavation, Unclassified	21,500	cu. yds.	0.50	10,750.00
Loose Riprap	1,870	cu. yds.	0.80	1,496.00
Installing and Salvaging State-Furnished Pipe	All	Required		1,500.00
Type 1 Fence	10	rods	6.50	65.00
Salvaging and Reinstalling Guard Rail	880	lin. ft.	1.50	1,320.00
Metal Guard Rail	29,000	lin. ft.	2.50	72,500.00
Metal Median Barrier	26,000	lin. ft.	3.80	98,800.00
Guide Posts, Type "Y-1"	260	only	4.50	1,170.00
Guide Posts, Type "Y-2"	120	only	6.00	720.00
Guide Posts, Type "Y-3"	4	only	7.00	28.00
Coarse Crushed Material in Base	197,700	tons	1.22	241,194.00
3/4" - 0 Material in Base	37,800	tons	1.30	49,140.00
Sprinkling	4,400	M-gal.	1.50	6,600.00
Preparation of Base	All	Required		3,500.00
3/4" - 0 Material in Binder Course	2,100	cu. yds.	2.60	5,460.00
Furnishing and Placing Aggregates	4,670	cu. yds.	3.00	14,010.00
RC-3 Asphalt	340	tons	48.00	16,320.00
120-150 Asphalt	360	tons	39.00	14,040.00
RS-1 Asphalt	110	tons	50.00	5,500.00
Asphaltic Concrete Mixture	64,000	tons	3.20	204,800.00
85-100 Asphalt in Mixture	3,840	tons	36.00	138,240.00
Asphaltic Concrete Traffic Markers	1,000	lin. ft.	1.00	1,000.00
				$900,793.00
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
	Subtotal			$903,293.00
	10% Engr. & Cont.			90,329.30
		Total		$993,622.30

Length of Roadway - - - - - - - -	7.248 Miles
Length of 6 Structures- - - - -	0.094 Mile
Total Length- - - - - - - - - - -	7.342 Miles
Cost of Roadway Per Mile- - - -	$137,089.16

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 15,000.00	$ 13,500.00	$ 1,500.00
Roadway	993,622.30	917,500.00	76,122.30
	$1,008,622.30	$931,000.00	$77,622.30

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Retained in Process Status:

Work: Traffic Signs
Federal Funds: $140,000.00

RECEIVED
OCT [illegible] 1960
FOR FILING
1-11-N-2
(11) 241
5489

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 7, 1960

Mr. Lee Bown, Deputy Supt.
Department of State Police
107 Public Service Building
Salem, Oregon

Dear Mr. Bown:

Effective 8:00 A.M. October 6, 1960, permission was granted for the establishment of a 35 MPH construction speed zone on the Glover-Parry Section of the Old Oregon Trail, Hwy. No. 6, between M.P. 252.0 and M.P. 253.5.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By J. Al. Head

J. Al. Head
Assistant Traffic Engineer

pk
bc: G. S. Paxson

RECEIVED
OCT [illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP [illegible] 1960
FOR FILING

Chas. H. Reynolds
Everett J. Reynolds
Chas. A. Reynolds

REYNOLDS INSURANCE AGENCY
LA GRANDE, OREGON

Telephone WO 3-3121
Reynolds Building
P. O. Box 898

1-80N-6(17) 247

5489

September 23, 1960

W. C. WILLIAMS

Mr. Forrest Cooper
Deputy State Highway Engineer
State Highway Building
Salem, Oregon

Dear Forrest:

After we finished our telephone conversation the other day, which I enjoyed very much, a portion of which concerned the completion of the paving between Perry and Hilgard, and the necessity of good weather, mention was made concerning Ray Rogers and the hopes that he would be able to start work immediately. What should happen, but at the completion of our conversation, who would come in but Ray Rogers himself.

He exacted the same promise regarding the five weeks of good weather that you did, and I did not hesitate, since I was sure that if I could guarantee you that period of good weather, that I might as well do the same thing to him. Four days have gone by with sunshine, and I am advised by Jack Hiatt that one of the crushers is operating and that they are spreading rock at a good rate, so there are hopes that the paving will be completed.

WCW

With personal regards, I am

Sincerely,

Chas.

CHR:jc

RECEIVED
SEP 26 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
SEP 20 1960
FOR FILING

I-80N-6
(17) 247
5489

FORM E-123-X 75M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY,
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 16, 1960

NOTED
W. C. WILLIAMS

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the Glover-Perry Section of the Old Oregon Trail Highway, Contract No. 5489, Federal Aid Number I-80N-6(17)247. It is requested that the Bureau of Public Roads approve a change in the designed typical section. This change consists of replacing all proposed oiled shoulders with a 2-inch lift of asphaltic concrete. The following reasons support this request:

1. The use of the solid line shoulder stripe has eliminated the need of texture difference between the main roadway and the shoulder area.

2. A 2-inch asphaltic concrete shoulder is substantially stronger, more watertight, and far more durable than oiled shoulders. The current problem of raveling of the shoulder joint would be eliminated.

3. Asphaltic concrete shoulders can be laid more accurately than oiled shoulders and the shoulder joint would be smoother and therefore safer.

4. Asphaltic concrete shoulders can be safely placed later in the year than oiled shoulders. This would often assure earlier completion of projects and less inconvenience to the traveling public.

5. Maintenance cost would be reduced with asphaltic concrete shoulders.

In this particular case, the changeover requested would add approximately $18,000 in cost to the project. Since the total contract amount is $900,793.00, this represents two per cent. The contractor is now standing by so, if possible, please advise us today of your decision.

Very truly yours,

W. C. Williams
State Highway Engineer

By ORIGINAL SIGNED BY
L. H. YOUNG

Tom Edwards
Construction Engineer

RECEIVED
SEP 16 1960
OFFICE OF
STATE HIGHWAY ENGINEER

FBK:fp
cc W. C. Williams
Forrest Cooper

RECEIVED
AUG 18 1960
FOR FILING

1-80N-6 (17)
247
5409

August 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

1780

Dear Sir:

Reference is made to your letter of August 11 requesting a progress report on the Glover-Perry paving project No. I-80N-6(17)247, Contract No. 5409.

This project was awarded on May 28, 1959, to Rogers Construction Company prior to the completion of Contract No. 5300 for grading the section under contract to the Morrison-Knudsen Company, Inc. This company did not complete any substantial portion of the grade so that rocking work could begin during the 1959 working season; therefore, no time was charged Rogers during 1959.

The quarry sites available to Rogers for his crushing operation were unavailable until the early part of May of this year due to their wet condition as a result of late snow and rain.

The Morrison-Knudsen Company began its finish grading and finishing operation at an early date this year. On May 9, 1960, we estimated that enough roadbed had been finished and the weather moderated to such an extent, that time count should begin. We therefore began counting time May 10, 1960, and, with the exception of nine rainy days, have counted all workdays since then. As of August 12, 1960, we had charged 56 days against the contract. This leaves 124 days remaining. We further expect to charge about 60 more days this year. This will leave about 64 days for next year.

We have continually urged the contractor to begin work this year and have received from him evasive answers and no results. Our only lever is workday count and we have used it to the utmost.

The contractor has now begun to move. He has shot the quarry and is moving in a large crusher. He also contemplates moving in a second crusher and will prosecute the job as rapidly as possible from now on. We shall continue to press his working count strictly and in accordance with the contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. F. Parson

FBK:fp fn

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PLEASE RETURN TO
FORREST COOPER

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: August 11, 1960

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

SUBJECT: Glover-Perry Paving Project No. I-80N-6(17)247, Contract #5489

A recent field inspection of this project shows the progress of work "unsatisfactory". Time elapsed as of July 27 is 25% and completed work is less than 1%.

We are aware of the construction projects underway by other contractors between Glover and Perry and apparently if construction had been attempted in 1959, there would have been considerable conflict with the other contracts. However, in the construction season of 1960 this condition has not prevailed and yet practically nothing has been accomplished.

Please let us have your comments regarding the lack of progress during the 1960 season and what action you have taken or intend to take to have the contractor expedite the work.

FILED
FORREST COOPER

RECEIVED
AUG 12 1960
OFFICE OF
STATE HIGHWAY ENGINEER

A

FORM E-120-X 75

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
FOR FILING
I 80N-6(17)247
5489

July 22, 1960

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
2525 No. Larrabee Avenue
Portland 17, Oregon

Re: File No. 27895
Encroachment Agreement - OWRR & N
Perry-Hilgard Section
Old Oregon Trail Highway
Union County

Dear Mr. Baker:

Herewith I return to you triplicate copies of agreement relative to encroachment on the above titled project, your file No. C 315 - 2 - 6. All three copies have been executed by Union County and by the State Highway Commission, and the instrument is dated July 20, 1960.

It is my understanding that after execution by your companies one copy will be sent direct to Union County and one copy returned to this office. At that time I would like ten additional copies of Exhibit "A" attached to the instrument.

In accordance with the telephone request by Mr. Bassinger, M. P. 238.37 on the map has been corrected to read M. P. 283.37.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD:ks
enc.

cc: Union County Court
County Courthouse
LaGrande, Oregon
O. S. Paxson

RECEIVED
JUL 25 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP - 6 1960
FOR FILING
I-80N-6(17)247
5489

AGENDA
AUG 18 1960
5C
5C

Salem, Oregon
July 20, 1960

File No. 27895
Encroachment Agreement - OWRR & N
Perry-Hilgard Section
Old Oregon Trail Highway
Union County

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached are three copies of a construction and easement agreement with the Oregon-Washington Railroad and Navigation Company covering the Perry-Hilgard Section of the Old Oregon Trail Highway in Union County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

When fully executed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 3

Confirmation

M

3d

8/18

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1960

To: Mr. Floyd Query

SUBJECT: File No. 27895
Encroachment Agreement - OWRR & N
Perry-Hilgard Section
Old Oregon Trail Highway
Union County

Herewith I hand you for execution by the Highway Commission triplicate copies of agreement between Oregon-Washington Railroad and Navigation Co., Union Pacific Railroad Co., Lessee, the State Highway Commission, and Union County, covering construction and easement agreement on the above titled project.

The instrument has been executed by Union County and attested by the county clerk. In view of the fact that the instrument has been attested by the county clerk, it will not be necessary that it be acknowledged by the Commission in order to entitle it to be placed of record.

Mr. Paxson advises that the execution of this instrument is urgent and it is requested that it be sent to individual Commissioners for execution, without waiting for the next formal meeting. After execution by the Commission, please return all three copies direct to me for further handling, making reference to the above file number.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:ks
attach.

cc: G. S. Paxson

This agreement has not been previously approved by the Commission. About $1,500,000 is being held up by the BPR pending execution of the agreement. If you wish to sign it I will place it on the Aug 18-19, 1960 agenda for confirmation

Floyd Query

RECEIVED
1960

FOR FILING
I-80N-6(17)247

5189

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 11, 1960

SUBJECT: File No. 27895
Encroachment Agreement
Perry-Hilgarde Section
Old Oregon Trail Highway
Union County

To: Mr. Clarence Swenson

Herewith I hand you triplicate copies of proposed agreement between Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, the State of Oregon and the County of Union, covering railroad encroachments on the Perry-Hilgarde Section of the Old Oregon Trail Highway in Union County. Two of the copies have a map exhibit attached, and the exhibit on the third copy is to be inserted later.

All three copies should be executed by Union County and attested by the county clerk, as shown on page 12 of the instrument, then returned to me for further handling.

Mr. Paxson has advised that this matter is very urgent and justifies a personal presentation of the instrument to the County for execution without undergoing the delays which probably would ensue if the matter were handled by mail. I have understood from you that you will have someone available who can make the trip to LaGrande without delay.

J. W. DeSOUZA

JWD:ks
att.

cc: G. S. Paxson

RECEIVED
JUL 11 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM E-20X 50M 2-60 26119

I 80N-[illegible]

5489

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1960

SUBJECT: Glover-Perry Section
Old Oregon Trail Highway

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

I am enclosing herewith a map showing colored in orange an easement that is required for the use of the Union Pacific Railroad for their guylines in connection with their communication system along their tracks.

In accordance with the railroad agreement, we are obligated to furnish them an easement; however, some difficulties have been encountered with the property owner. In view of this, it is desired that a tie be made to each of the guylines which extend off railroad property on this stretch, approximate highway stationing 731 to 745.

Will you please have these guylines tied to the railroad stationing in the field and indicate the same on the copy of the map, which is to be returned to this office as soon as possible.

If the guylines are at positions other than normal to the railroad right of way line, angles should also be indicated. The purpose of these ties is to write individual strip easements for each guyline with the thought in mind that the railroad might approve this treatment and we could minimize the damage that the property owner, who claims this to be a very valuable source of talus for his roadbuilding operations in connection with a logging enterprise, will incur.

Tom Edwards
Construction Engineer

By L. H. Young

L. H. Young
Asst. Construction Engineer

LHY:jw

Encl.

cc G. S. Paxson ✓
J. C. Hiatt

RECEIVED

RECEIVED
[illegible] 1960
FOR FILING
I 80N-6(17)247

5489

Salem, Oregon
June 13, 1960

Mr. J. W. DeSouza

Herewith three copies of an agreement between the Union Pacific Railroad Company and the State covering the Hilgard-Perry Section of the Old Oregon Trail Highway in Union County.

These have been reviewed by Construction and by your office. Will you please get them to the Highway Commission for execution.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JUNE 6, 1960

Ref. File: D 315 - 2 - 76

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Ass't. State Highway Engineer

Dear Sir:

Hilgard-Perry Section of Old Oregon Trail Highway

Attached are three signatory counterparts of draft of agreement covering easements for highway construction on the captioned project.

The effective date of the agreement is August 20, 1958. Section 3(d) allows three years from the effective date for completion of the work on the Railroads' right-of-way; it is hoped this will provide ample time for the removal of the Hilgard overcrossing which it is understood is part of Rogers Construction Company's current contract.

Because of the extent of the easements which interfered with the signal line, it was necessary to relocate and combine the signal line with communication line along the northerly portion of the right-of-way. In the vicinity of Highway Station 735 where the existing highway is already on an encroachment, it was necessary to guy the new pole line across the existing highway, for which Section 2 provides that within six months of the date of the agreement the State will convey to the Railroads a perpetual easement for the construction and maintenance of the guys. Permission to maintain overhead guy wires across the existing highway is also contained in Section 2.

The agreement also provides for the relinquishment of the easement for the present Hilgard overcrossing when that structure is removed. The County was made a party to the agreement for the purpose of relinquishing its interest in the overcrossing easement.

Will you please review the document and, if satisfactory, arrange for its execution on behalf of the Highway Commission and Union County, after which all three counterparts should be returned to me for consideration on the part of the Railroads? Please fill in the date of execution at the top of page 1. When the agreement has been completed a fully-executed counterpart will be returned to each party for respective records.

Yours very truly,

G H Baker
G. H. Baker, WPB
Superintendent

encs.

A

RECEIVED
FEB -5 1960
FOR FILING
I 80N-6(17)247

5489

February 4, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on February 2, 1960, on Contract No. 5489, Glover-Perry Section, in Union County, in connection with Federal Aid Project No. I-80N-6(17)247.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JA:sm

RECEIVED
OCT 30 1959
FOR FILING

[illegible] 47

5489

October 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 1 covering the construction of a service road on the Glover-Perry Section of the Old Oregon Trail Highway in Union County, Contract No. 5489, in connection with Federal Aid Project No. I-80N-6(17)247.

This Price Agreement covers the construction of an access road running easterly along the southerly side of the Grande Ronde River from Hilgard. This access road is for the purpose of serving the several properties in this area.

The cost of the access road, as represented in the Price Agreement, is approximately $17,000 while the cost of purchasing the access inherent in these properties is estimated to cost $40,000. It is quite possible that it will be necessary to reimburse one of the property owners an additional several thousand dollars because of impairment of access. However, it is obvious that the construction of this frontage road is fully justified.

The prices quoted on this agreement are by the paving contractor on the subject section of highway. The prices are in competition with the grading contractor's on this same section and prove to be $4,600 lower.

I forward herewith for your inspection a sketch map showing the route of this access road. Part of the road will have to be graded while a part of it will only need blading and surfacing.

Your approval of this order is solicited.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.
DBP:cr

FORM E-30 5OM 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1959

SUBJECT: Glover-Perry Section
Old Oregon Trail Highway
Contract No. 5489

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am forwarding herewith Price Agreement No. 1 on the subject named job for the construction of an access road to properties lying southerly of the Grande Ronde River in the vicinity of Hilgard.

This plan has been developed in cooperation with the Right of Way Department as being more economical than purchasing the rights of access which were inherent in the properties. The purchase of the right of access to these properties would be $40,000. The cost of this plan is approximately $17,000 for construction of the access road and an estimated $5,000 for impairment of access.

The prices quoted on the order are by the Rogers Construction Company in competition with Morrison-Knudsen who also quoted us, with the Rogers quotation being some $4,600 lower. The prices have been declared favorable by our Cost Analysis Section.

It is therefore recommended that the Price Agreement be approved as submitted. I also attach hereto a rough draft of a letter to the Bureau of Public Roads for your consideration.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp
Enc.
cc Walter T. Wright
R. L. Porter

NOTED
FORREST COOPER

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Located Line

HILGARD - LA-GRANDE SECTION

OLD OREGON TRAIL

UNION COUNTY

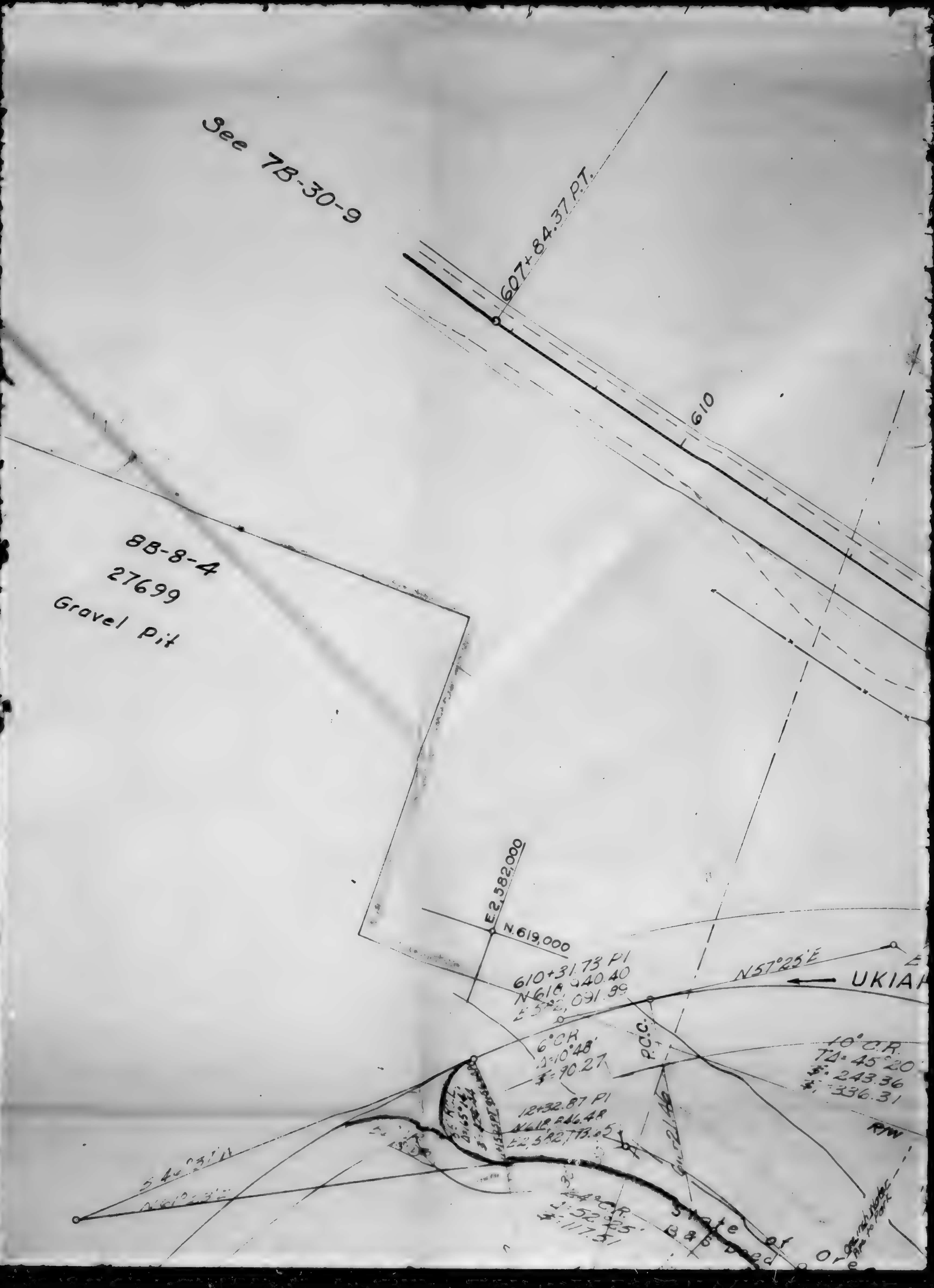
Scale: 1 inch = 100 feet

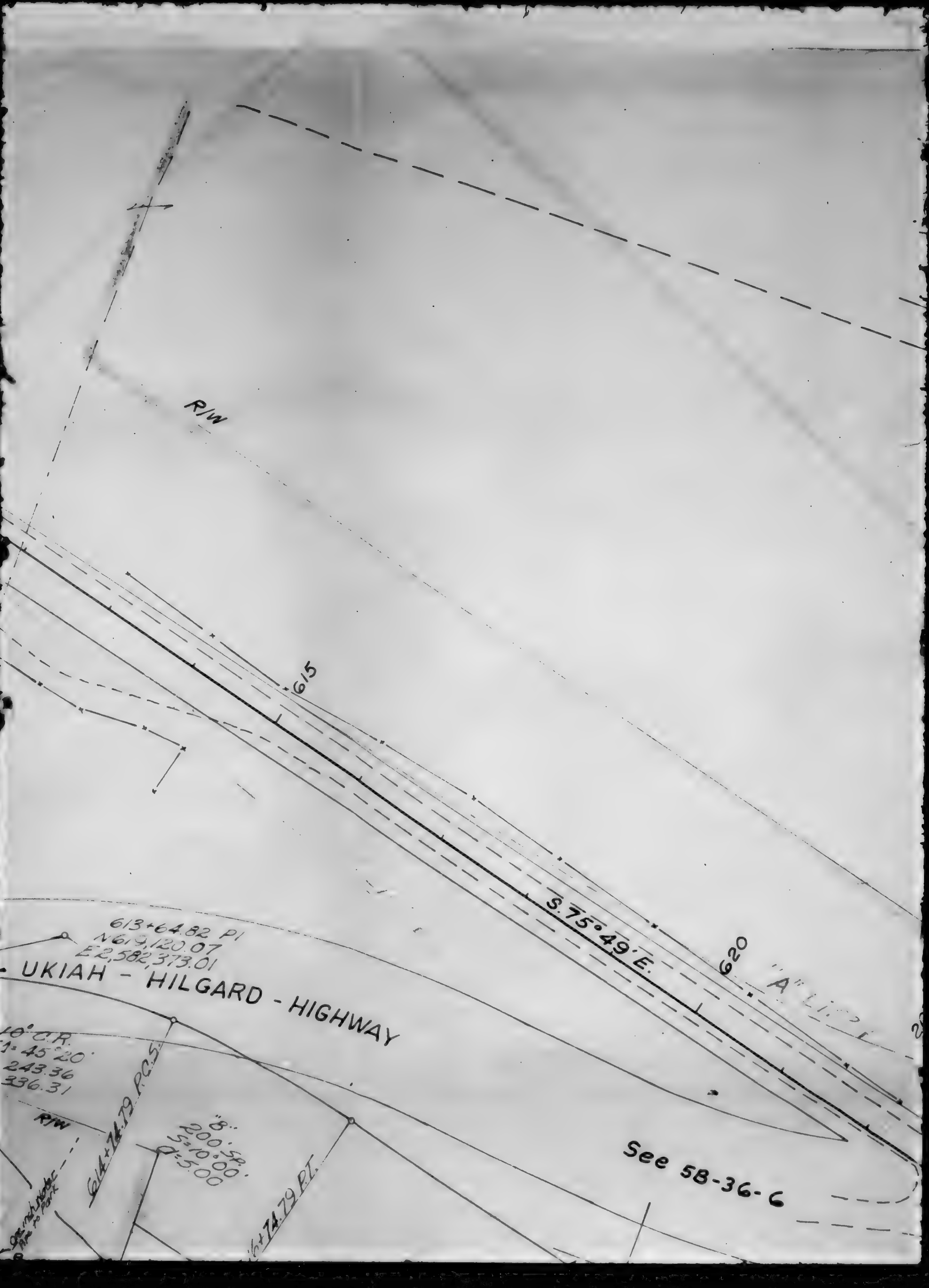
Traced by P. L. C. July, 1957

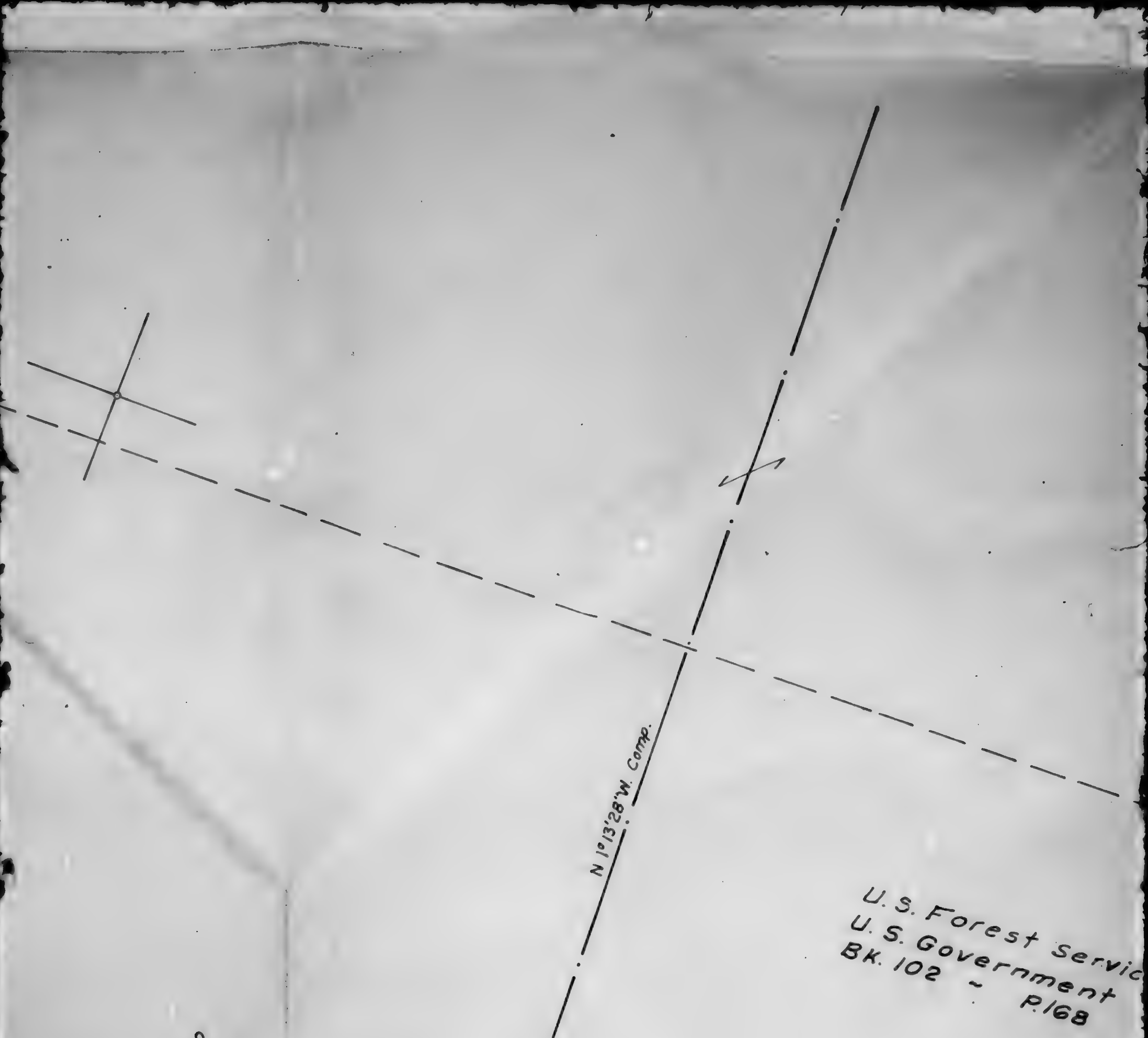
GRID BEARINGS-NORTH ZONE

PART 1 OF 2 PARTS

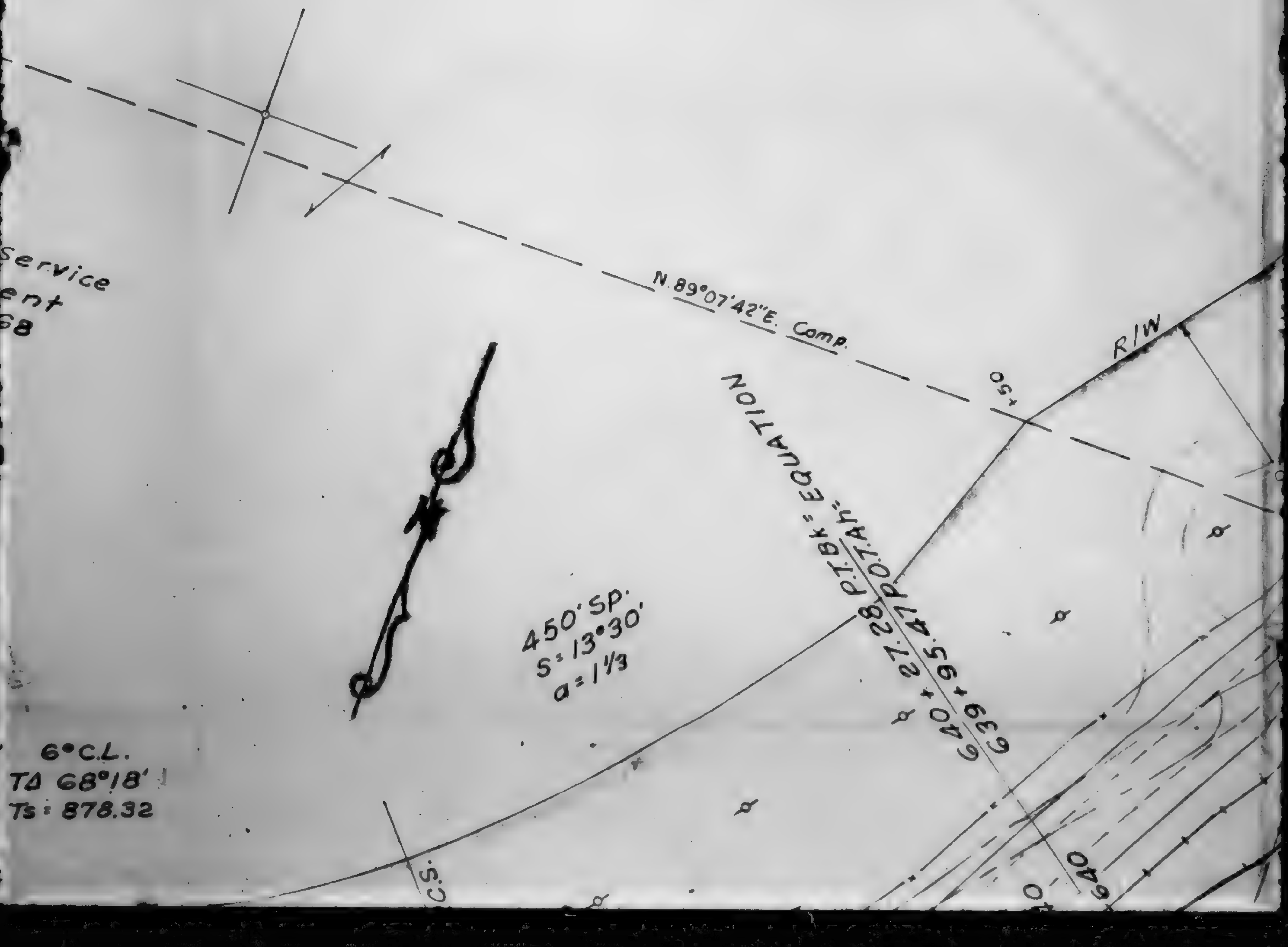
DRG. NO. 88-6-10

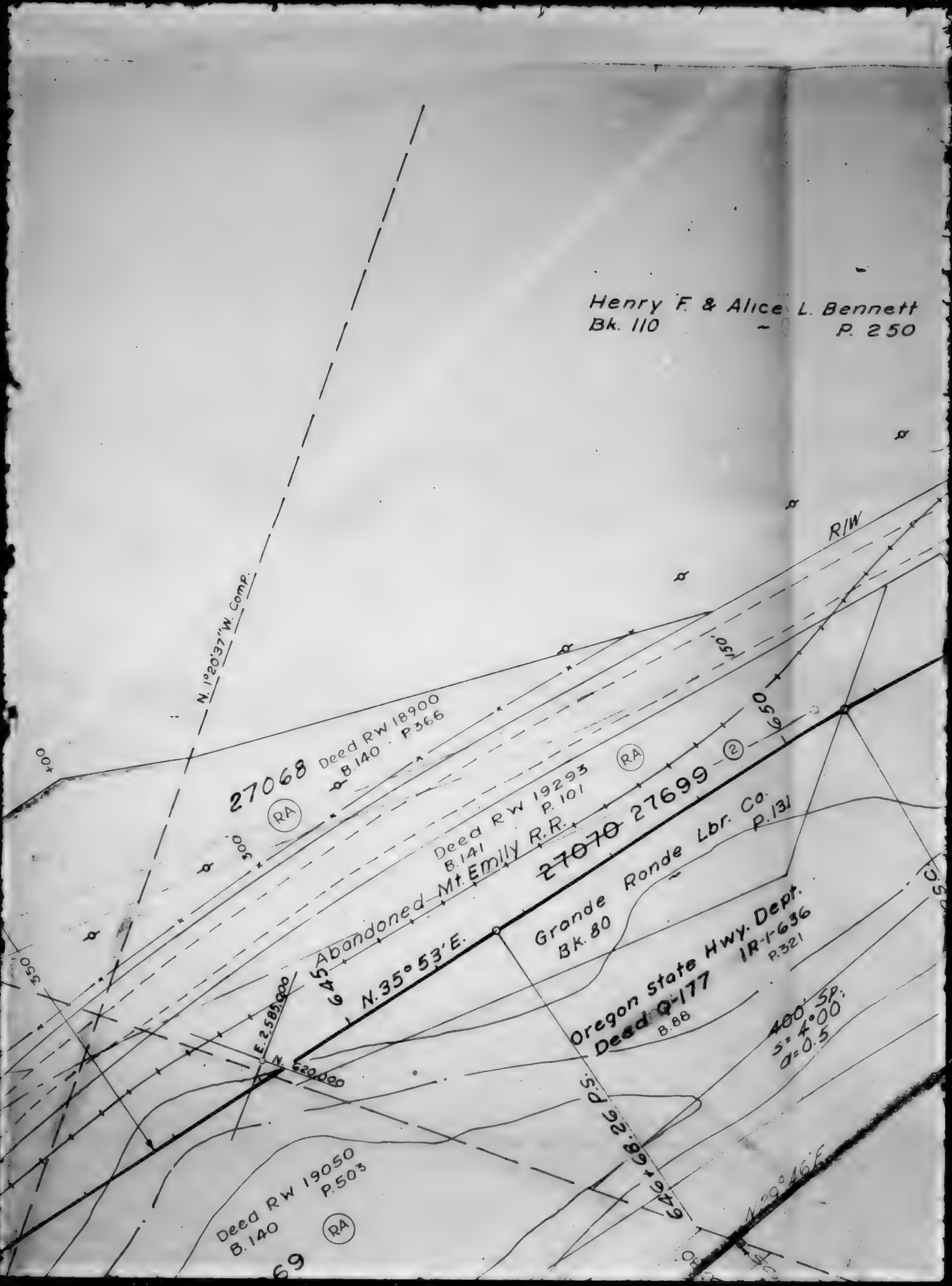

See 7B-30-9
607+84.37 P.T.
610
8B-8-4
27699
Gravel Pit
E2,582,000
N.619,000
610+31.73 PI
N618,940.40
E582,091.99
N57°25'E
UKIAH
6°C.R.
Δ=10°48'
T=90.27
P.C.C.
10°C.R.
TΔ=45°20'
T=243.36
L=336.31
12+32.87 PI
N618,846.48
E2,582,773.05
R/W
State of Ore
B&S Deed
One inch Nolac Pipe to Park

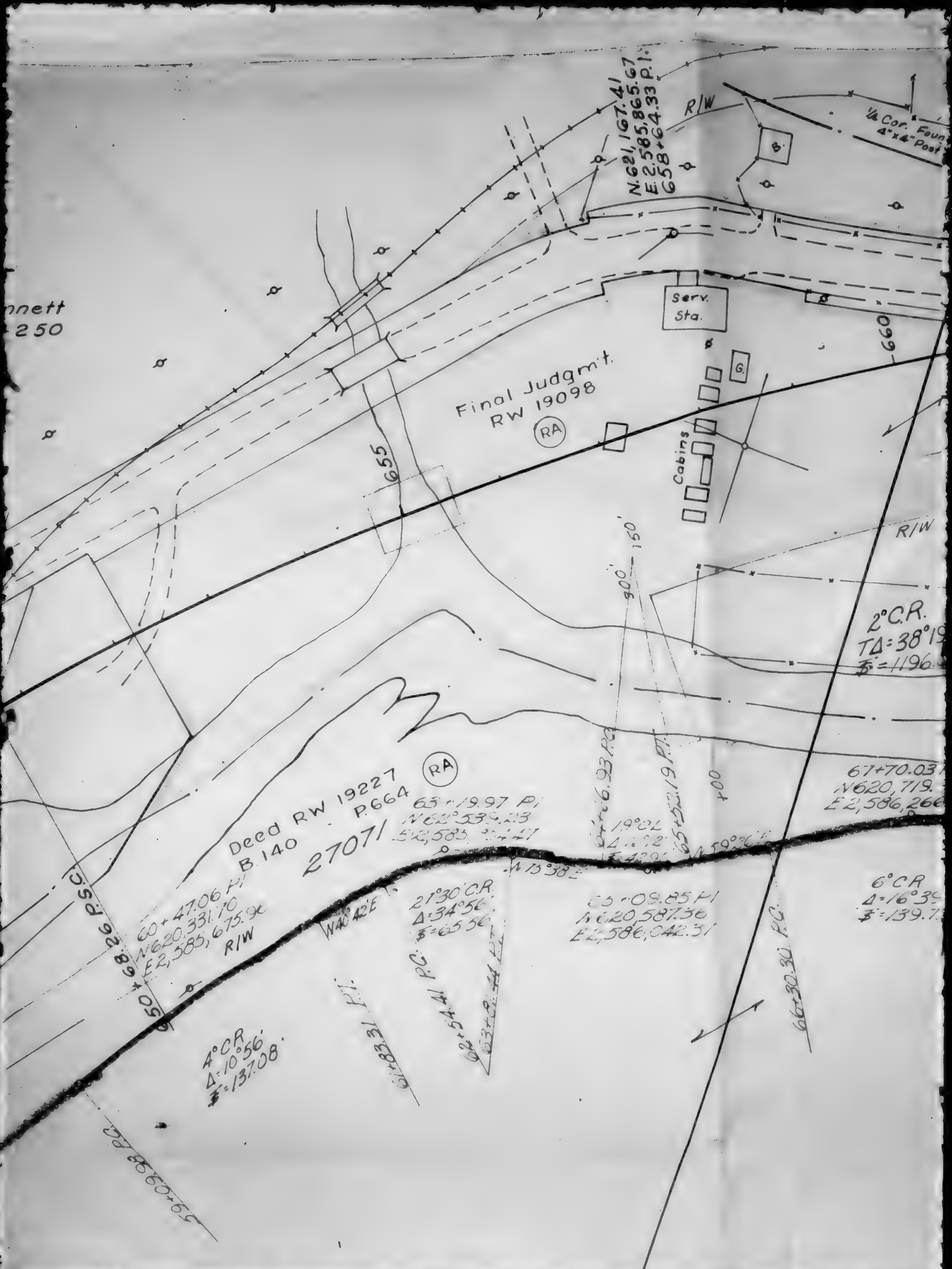

R/W
615
S.75°49'E.
620
"A" LI
613+64.82 PI
N619,120.07
E2,582,373.01
UKIAH - HILGARD - HIGHWAY
10° C.R.
1°45'20"
243.36
336.31
R/W
614+74.79 P.C.S.
"B"
200' Sp.
S=10.00
θ=5.00
614+74.79 P.T.
One inch Note
Are to Park
See 5B-36-6

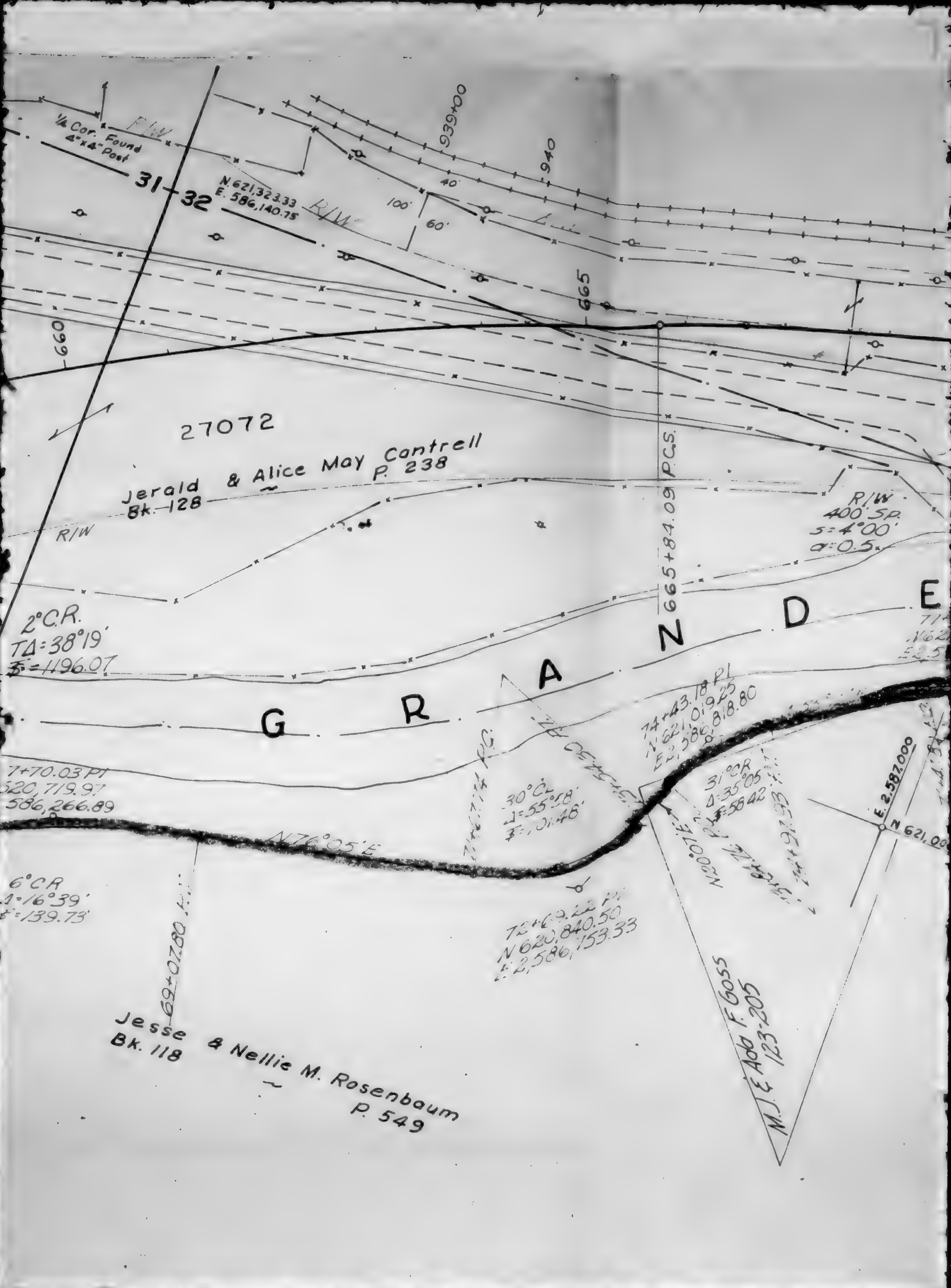

N 1°13'28" W. Comp.
U. S. Forest Servic
U. S. Government
Bk. 102 ~ P.168
+00
200'
300'
624+38.95 P.S.
450' Sp.
θ=13°30'
a=1⅓
R/W
S.C.
625
6°
TΔ 6
Ts= 8

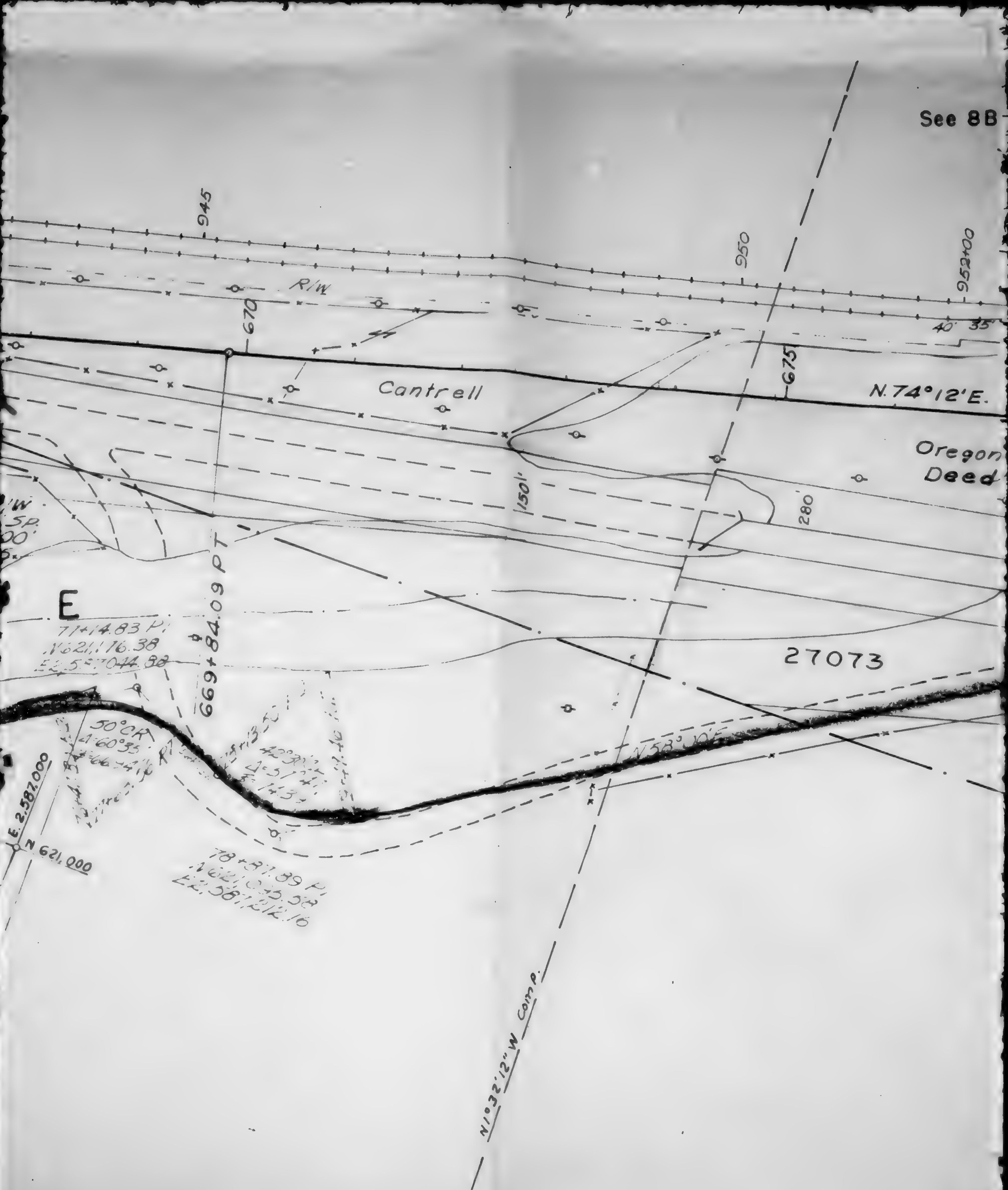
See 8B-9-1 For R.R. Encroachments

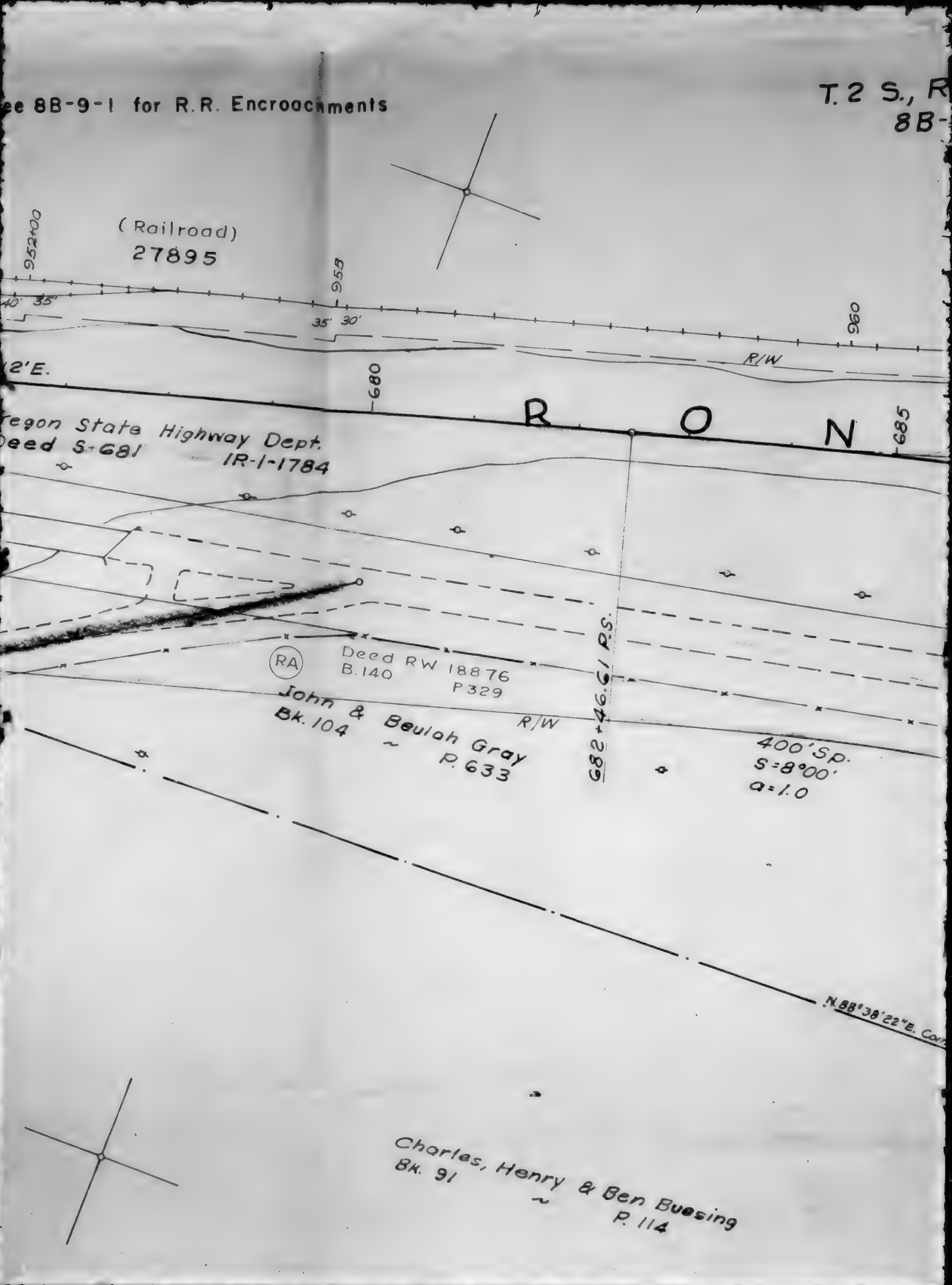


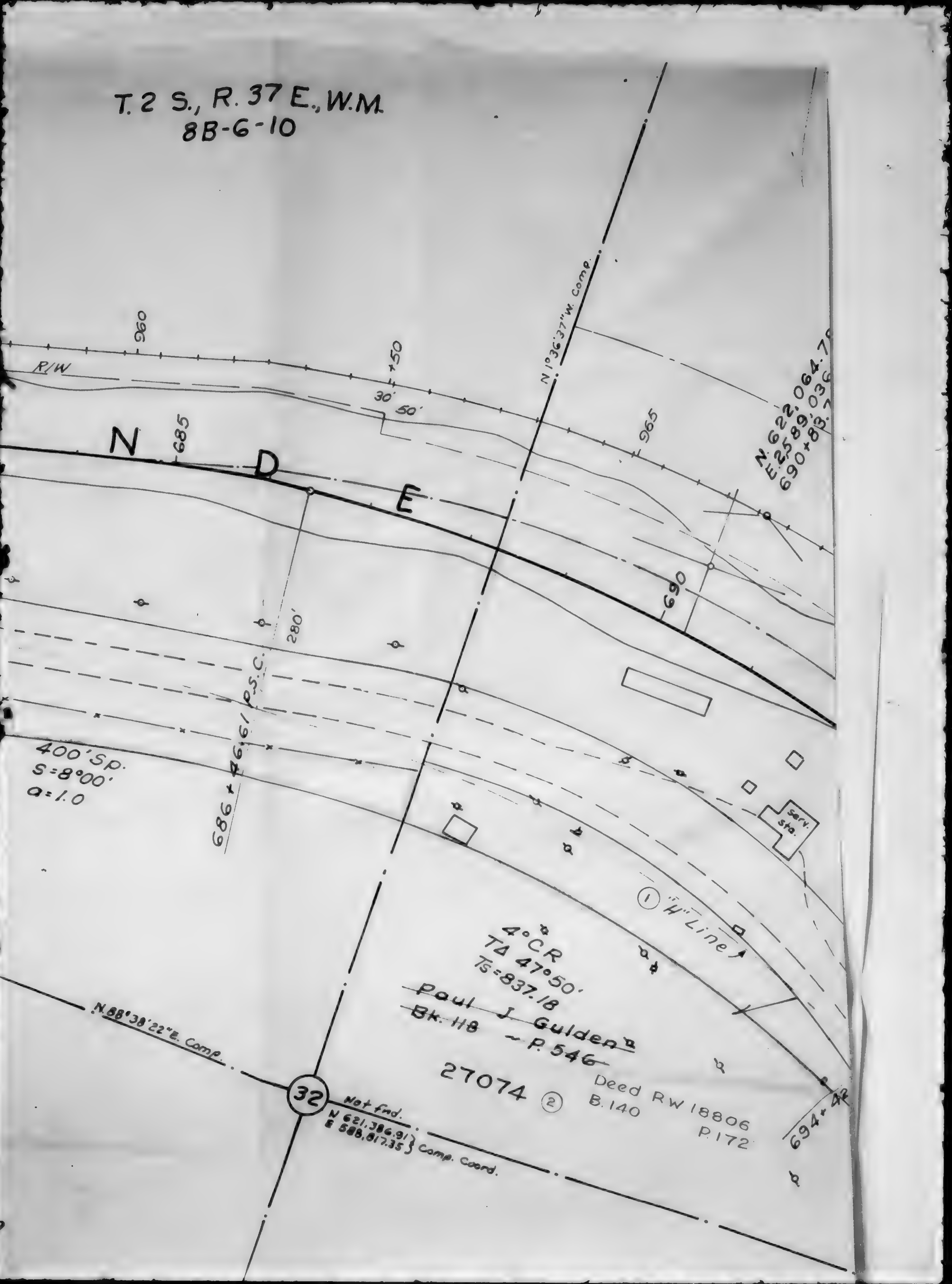

Henry F. & Alice L. Bennett
Bk. 110 - P. 250
R/W
150'
650
N. 1°20'37"W. Comp.
0+00
27068
Deed RW 18900
B.140 P.366
(RA)
300
Deed RW 19293
B.141 P.101
(RA)
②
~~27070~~ 27699
Abandoned Mt. Emily R.R.
645
N. 35° 53' E.
350
E. 2,585,000
N. 620,000
Grande Ronde Lbr. Co.
BK. 80 P. 131
Oregon State Hwy. Dept.
Deed Q-177 1R-1-636
B.88 P.321
400' Sp.
S=4°00'
a=0.5
S.C.
646+68.26 P.S.
N. 29°46'E.
Deed RW 19050
B.140 P.503
(RA)
69


nnett
250
N.621,167.41
E.2,585,865.67
658+64.33 P.I.
R/W
B.
¼ Cor. Foun
4"x4" Post
Serv. Sta.
G.
Cabins
660
655
Final Judgm't.
RW 19098
RA
R/W
2°C.R.
TΔ=38°19
T=1196.
150
900
6.93 P.C.
65+52.19 P.T.
+00
19°0'L
Δ
T=429
N 59°
67+70.03
N620,719.
E2,586,266
Deed RW 19227
B.140 P.664
RA
27071
65+19.97 P.I.
N620,539.23
E2,585,
N 13°38'E
60+47.06 P.I.
N620,331.10
E2,585,675.90
R/W
50+68.26 P.S.C.
N40°42'E
21°30' C.R.
Δ=34°56'
T=65.56
65+09.85 P.I.
N620,587.36
E2,586,042.31
6°C.R.
Δ=16°39
T=139.7
4°C.R.
Δ=10°56'
T=137.08
61+83.31 P.I.
62+54.41 P.C.
63+20.44 P.T.
66+30.30 P.C.
59+09.98 P.C.

¼ Cor. Found
4"x4" Post
R/W
31
32
N. 621,323.33
E. 586,140.75
R/W
939+00
940
40'
100'
60'
665
660
27072
Jerald & Alice May Cantrell
Bk. 128 ~ P. 238
R/W
665+84.09 P.C.S.
R/W
400' Sp.
S=4°00'
a=0.5
2°C.R.
TΔ=38°19'
Ŧ=1196.07
G R A N D E
74+43.18 P.I.
N 621,019.25
E 2,586,818.80
7+70.03 P.I.
520,719.97
586,266.89
P.C.
30°C.L.
Δ=55°58'
T=101.46'
31°C.R.
Δ=35°05'
T=58.42
N76°05'E
N20°07'E
E. 2,587,000
N 621,00
6°C.R.
Δ=16°39'
T=139.73'
69+07.80
72+69.22 P.I.
N 620,840.50
E 2,586,153.33
Jesse & Nellie M. Rosenbaum
Bk. 118 ~ P. 549
M.J. & Ada F. Goss
123-205


See 8B
945
950
952+00
R/W
670
675
40'
35'
Cantrell
N.74°12'E.
Oregon
Deed
150'
280
E
71+14.83 P.I.
N621,116.38
E2,587044.88
669+84.09 P.T.
27073
50°CR
Δ 60°35'
N58°30'E
78+81.89 P.I.
N621,035.58
E2,581,212.16
E.2,587,000
N.621,000
N1°32'12"W Comp.


ee 8B-9-1 for R.R. Encroachments
T.2 S., R
8B-
(Railroad)
27895
952+00
955
960
40' 35'
35' 30'
R/W
2'E.
680
685
R O N
egon State Highway Dept.
eed S-681
1R-1-1784
RA
Deed RW 18876
B.140 P329
John & Beulah Gray
Bk. 104 ~ P. 633
R/W
682+46.61 P.S.
400' Sp.
S=8°00'
a=1.0
N.88°38'22"E. Corr
Charles, Henry & Ben Buesing
Bk. 91 ~ P. 114

T. 2 S., R. 37 E., W.M.
8B-6-10
960
+50
R/W
30'
50'
N 1°36'37" W. Comp.
965
N. 622,064.7
E.2589,036
690+83.7
N
685
D
E
690
280'
686+46.61 P.S.C.
400' Sp.
S=8°00'
a=1.0
Serv. Sta.
① "H" Line
4°CR
TΔ 47°50'
Ts=837.18
~~Paul J. Gulden~~
~~Bk. 118 ~ P. 546~~
27074 ②
Deed RW 18806
B. 140
P. 172
694+42
N.88°38'22"E. Comp.
32
Not fnd.
N 621,386.91
E 588,817.35 } Comp. Coord.

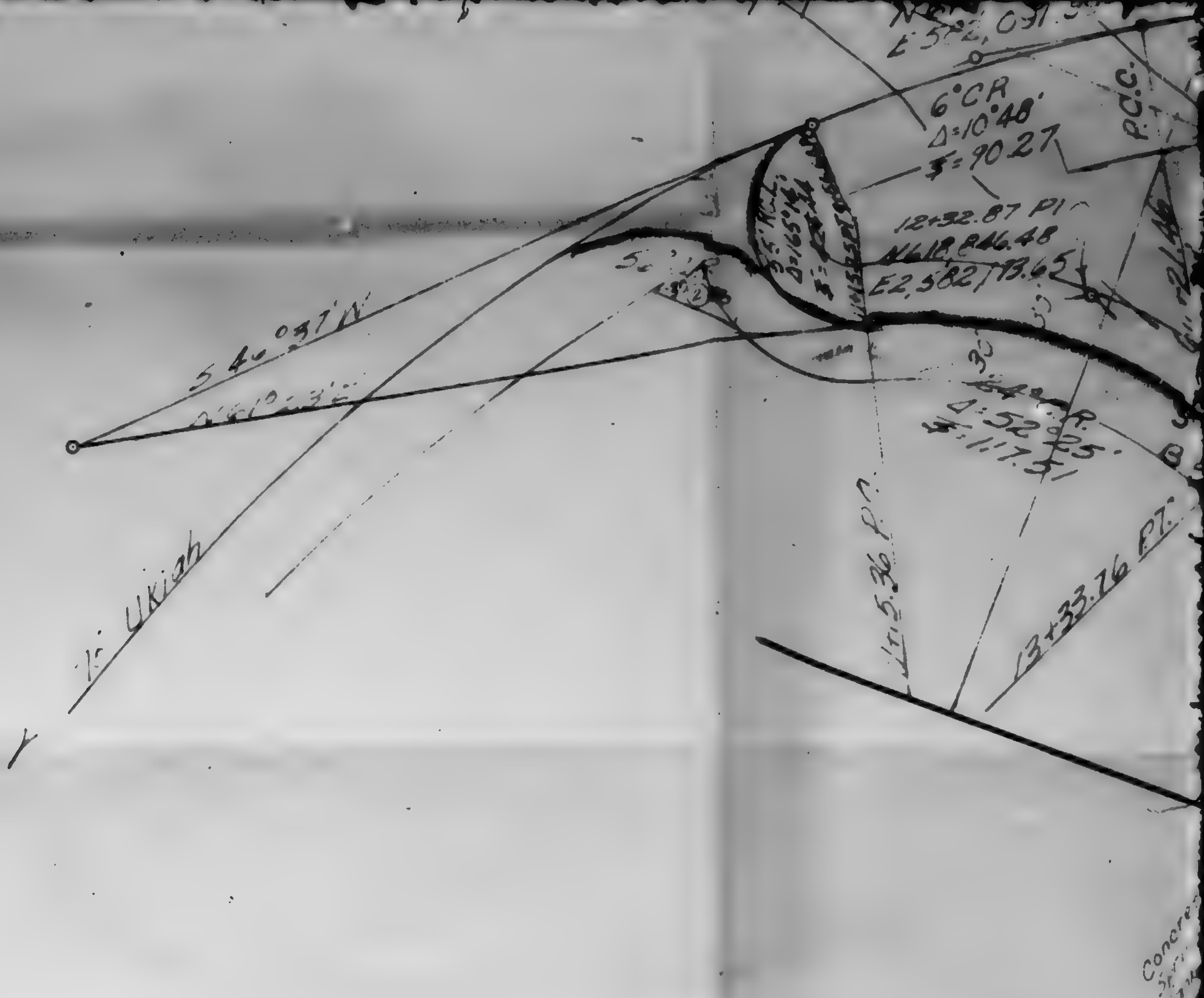
GRID BEARINGS-NORTH ZONE

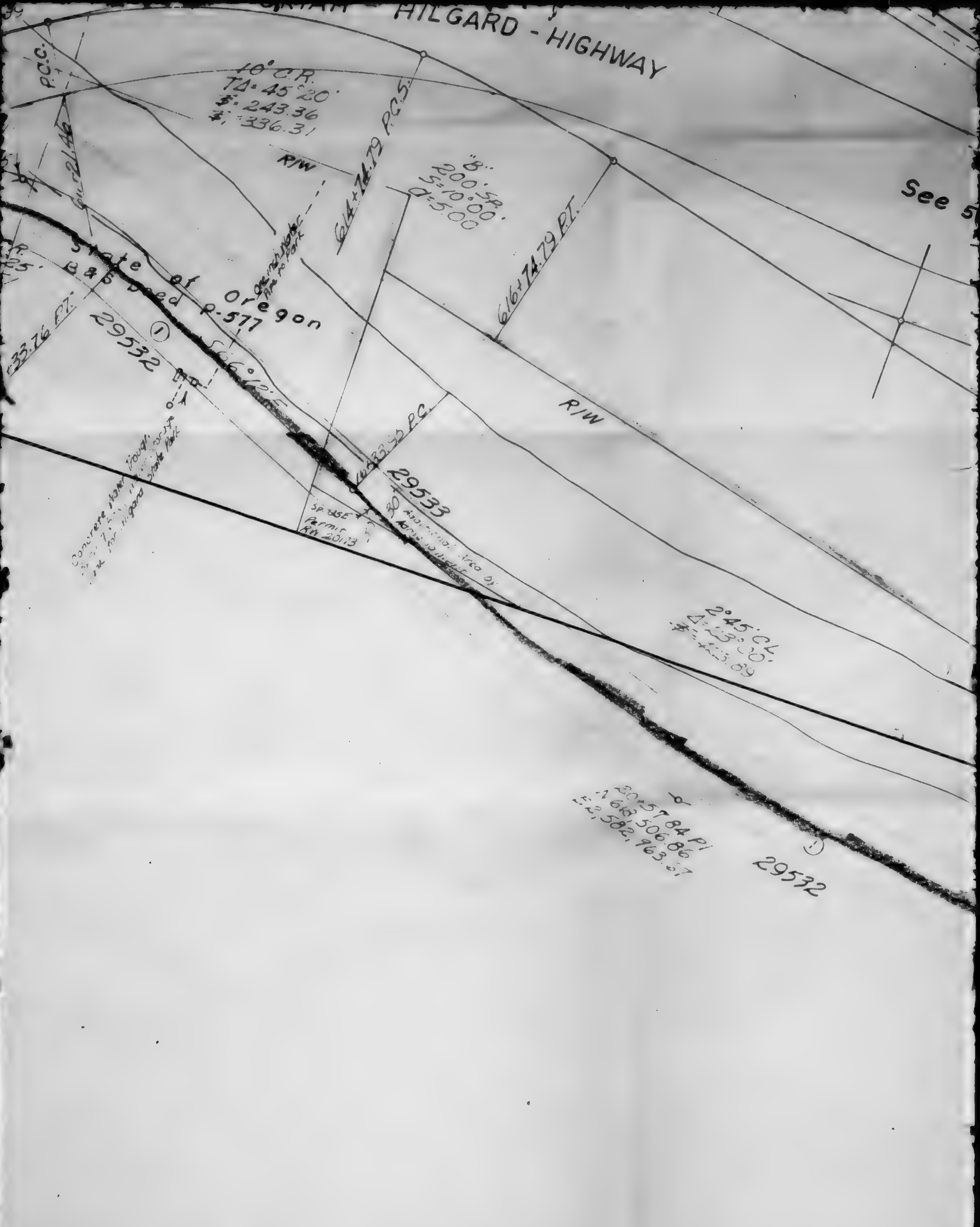
PART 1 OF 2 PARTS

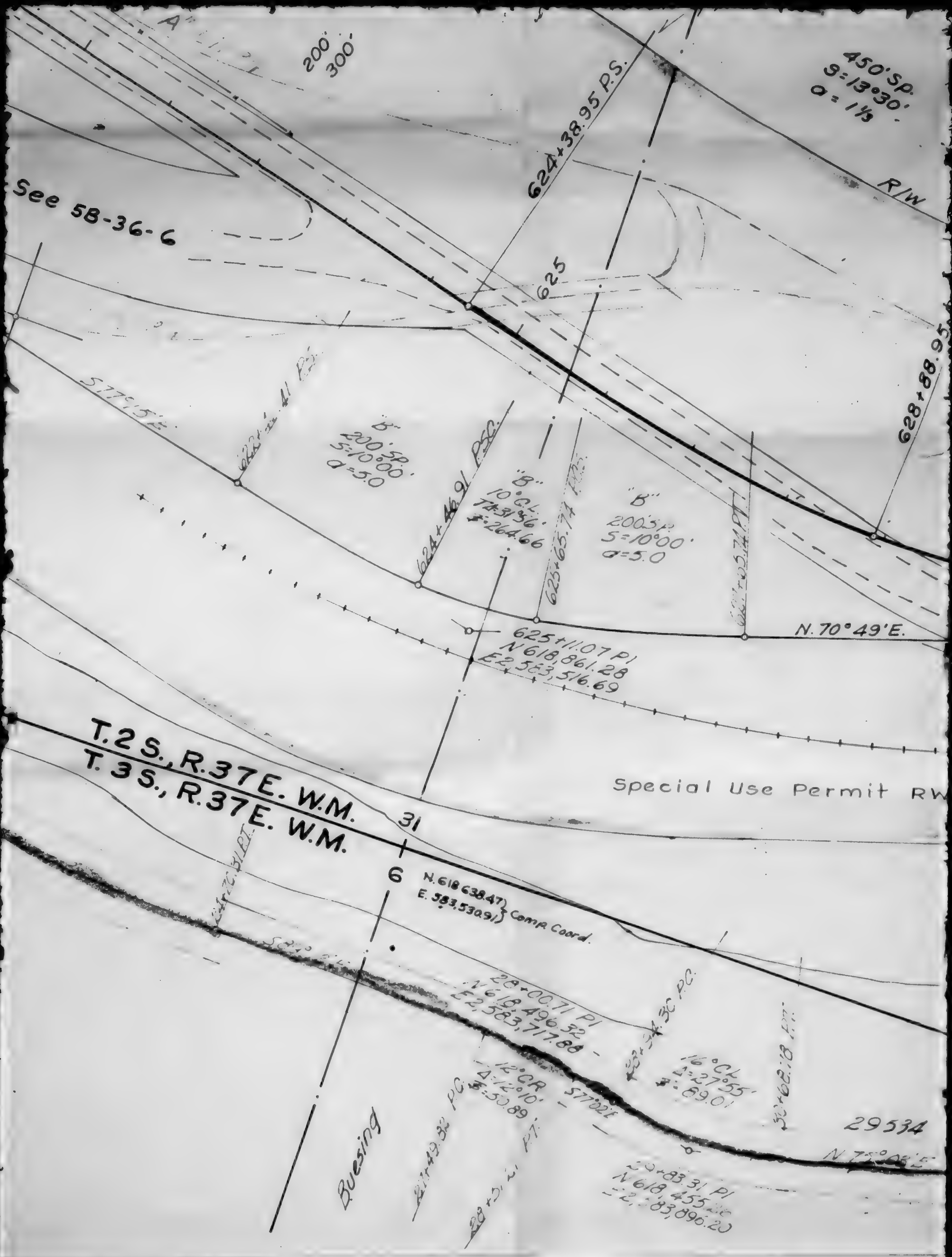
DRG. NO. 88-6-10

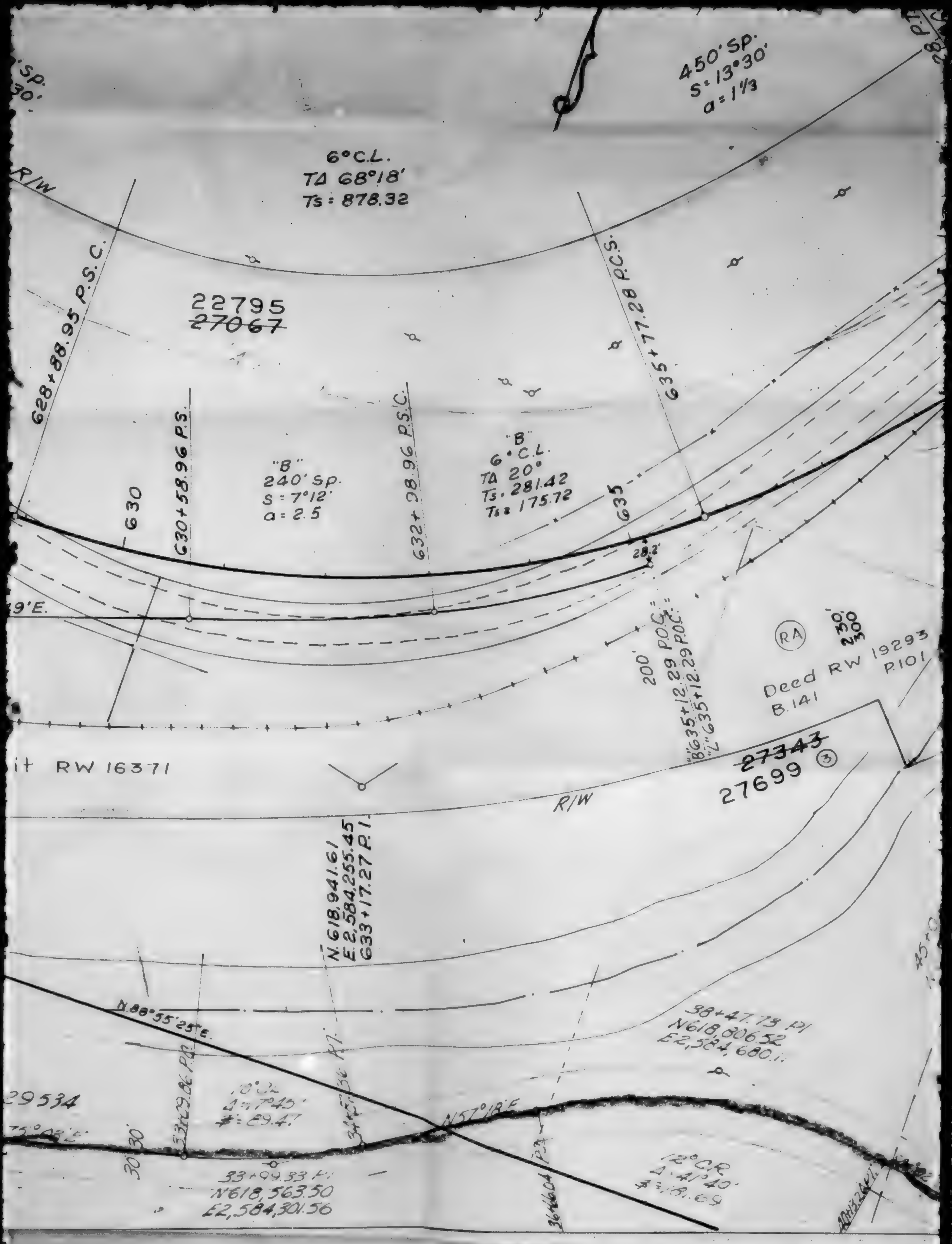
· LEGEND ·

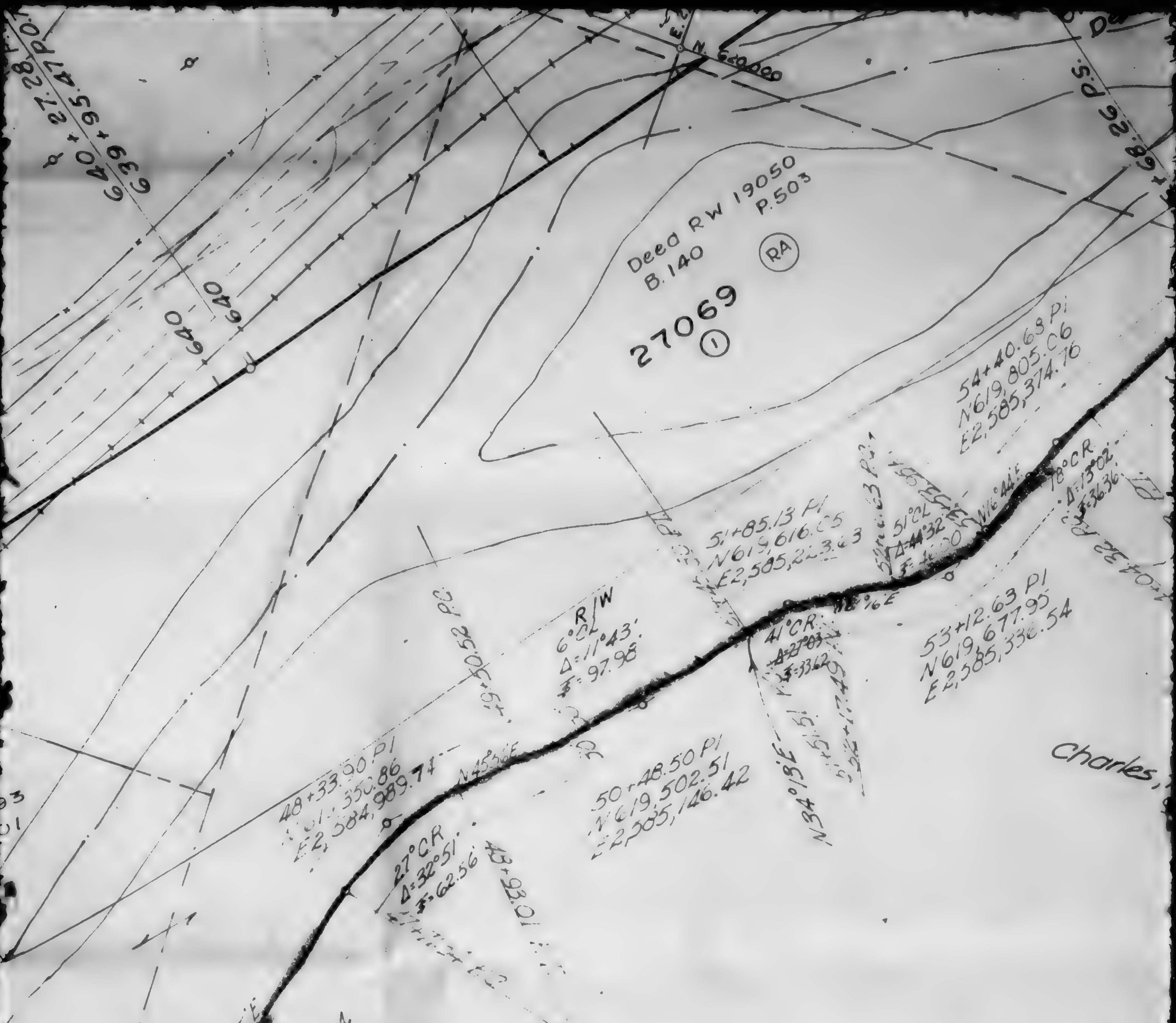
FX	FARM CROSSING
A	ACCESS
PA	PRIVATE ACCESS
PAL	PRIVATE ACCESS LIMITED
CA	COMMERCIAL ACCESS
CAL	COMMERCIAL ACCESS LIMITED
RA	RESTRICTED ACCESS

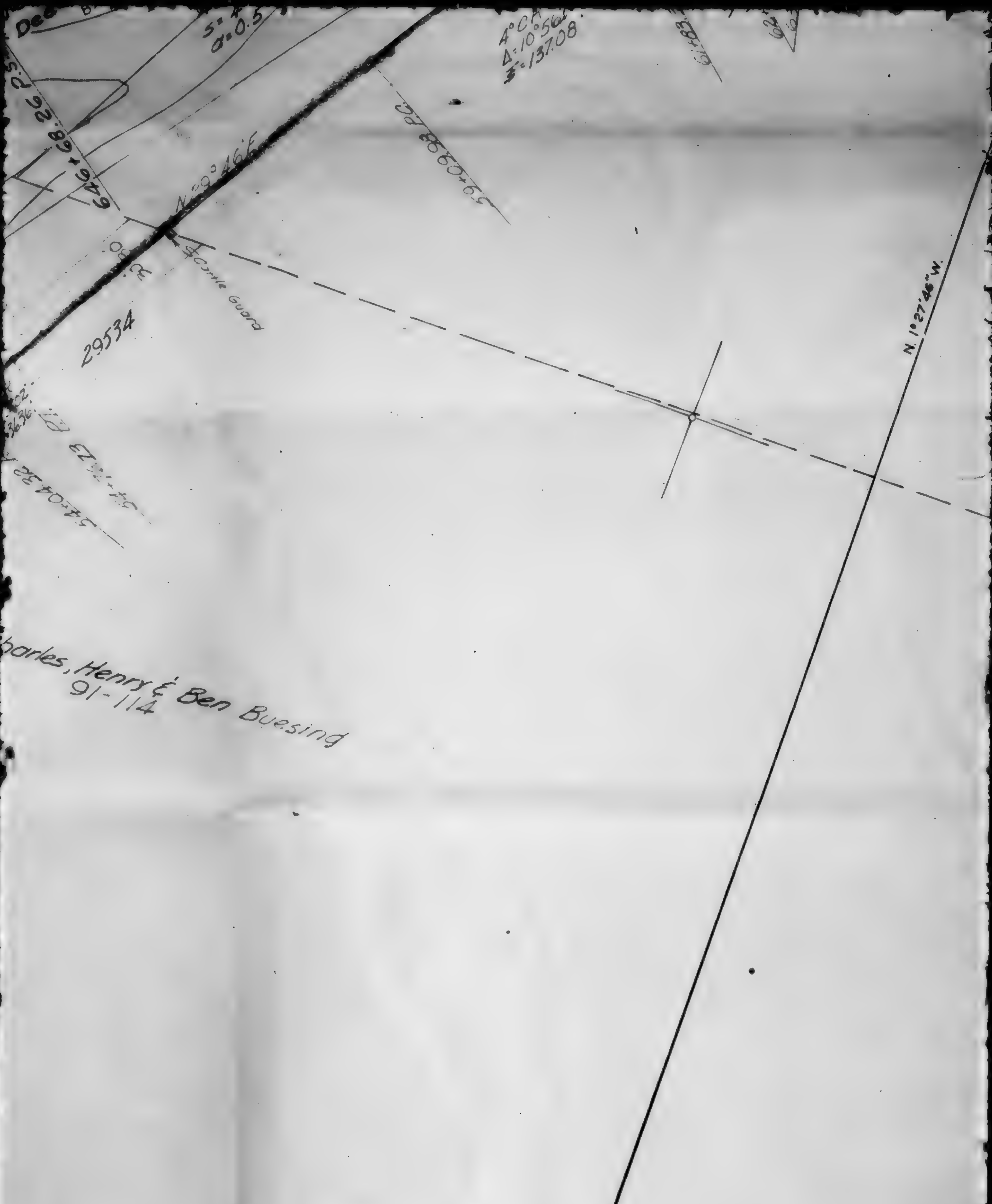

E 582,031.5
6°C R
Δ=10°48'
L=90.27
P.C.C.
12+32.87 P.I.
N 612,846.48
E 2,582,173.65
Δ=165°
B
Δ:52°25'
L=117.51
5.36 P.I.
13+33.76 P.T.
S 40°37' W
To Ukiah
Concrete

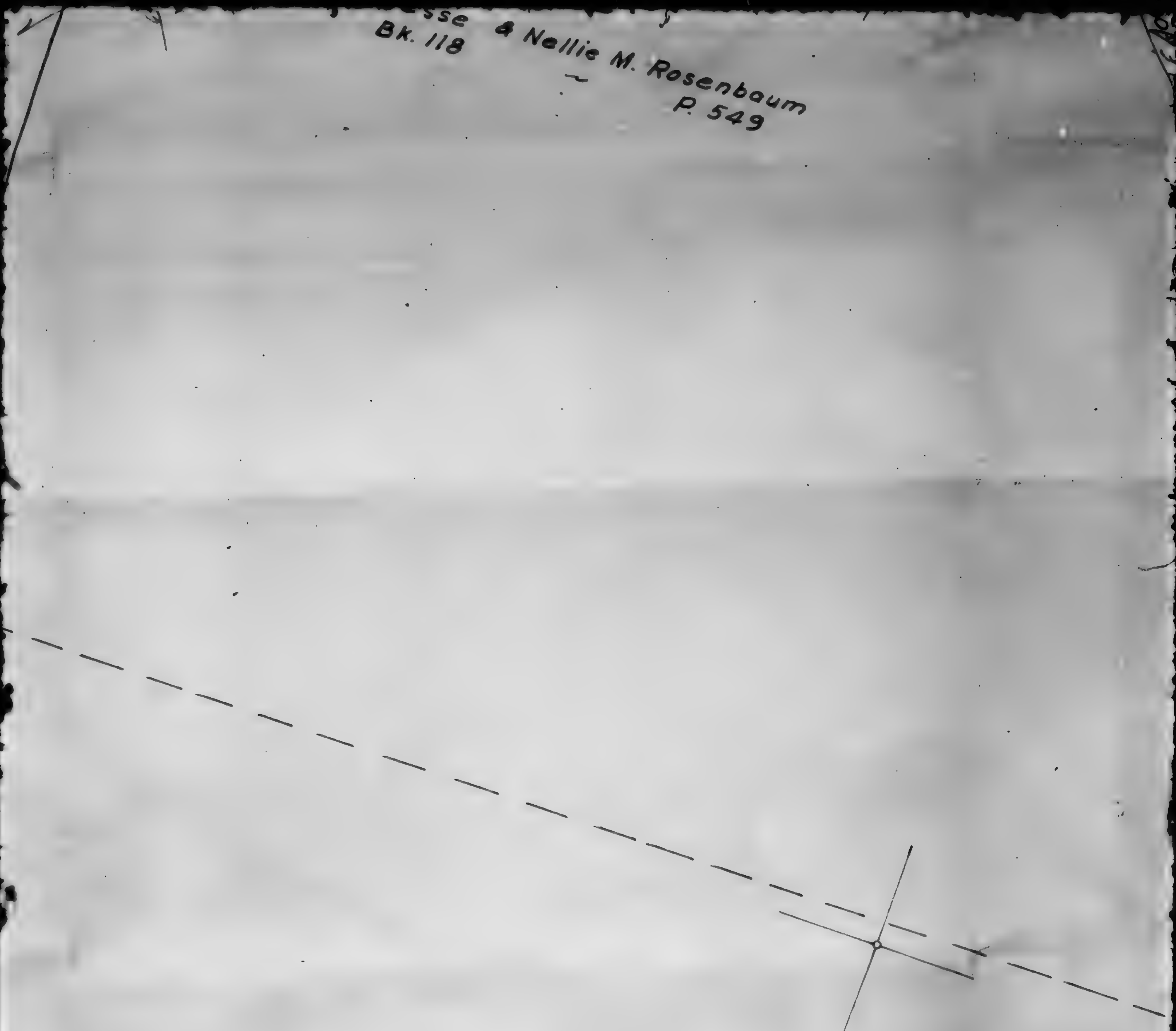

HILGARD - HIGHWAY
See 5
P.C.C.
10° C.R.
TΔ=45°20'
T=243.36
L=336.31
R/W
614+74.79 P.C.S.
"8"
200' Sp.
S=10.00
D=5.00
616+74.79 P.T.
Curr 21.46
State of Oregon
B&S Deed p-577
+33.76 P.T.
29532
①
S56°12'E
Concrete Water Trough ... State Park
Hilgard State Park
R/W
16+33.55 P.C.
29533
Sp. USE Permit RW 20113
30
Additional Area by
2°45' CL
Δ=13°30'
20+57.84 P.I.
168,506.86
2,582,963.57
①
29532

"A"
200'
300'
450' Sp.
S=13°30'
a=1½
624+38.95 P.S.
R/W
See 58-36-6
625
628+88.95
S.77°15'E.
622+41 P.S.
"B"
200' Sp.
S=10°00'
a=5.0
624+46.91 P.S.C.
"B"
10° C.L.
T=31°56'
L=264.66
625+65.74
"B"
200' Sp.
S=10°00'
a=5.0
N.70°49'E.
625+11.07 P.I.
N 618,861.28
E 2,583,516.69
T.2 S., R.37 E. W.M.
T.3 S., R.37 E. W.M.
31
6
Special Use Permit RW
N. 618 638.47
E. 583,530.91
Comp. Coord.
28+00.71 P.I.
N 618,496.32
E 2,583,717.88
12° C.R.
Δ=12°10'
L=50.89
S77°02'E
28+49.32 P.C.
P.T.
Buesing
16° C.L.
Δ=27°55'
L=89.01
30+62.18 P.T.
29534
N.75°08'E.
28+83.31 P.I.
N 618,455.26
E 2,583,896.20

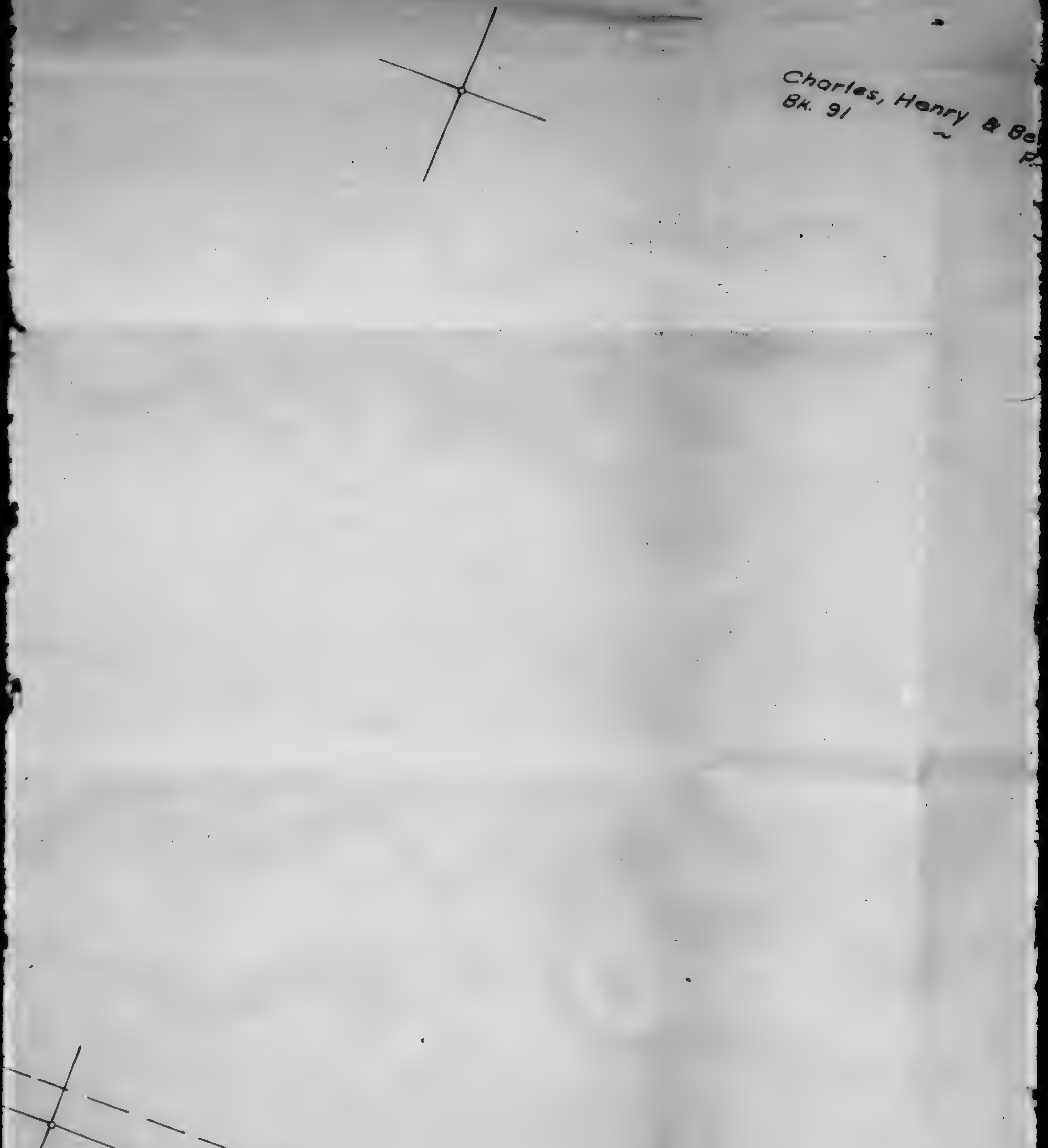
Sp.
30'
450' Sp.
S=13°30'
a=1 1/3
P.I.
28
6°C.L.
TΔ 68°18'
Ts=878.32
R/W
628+88.95 P.S.C.
22795
~~27067~~
635+77.28 P.C.S.
630+58.96 P.S.
632+98.96 P.S.C.
"B"
240' Sp.
S=7°12'
a=2.5
"B"
6°C.L.
TΔ 20°
Ts=281.42
Ts=175.72
630
635
28.2'
9'E.
RA
230'
300
200'
"B"635+12.29 P.O.C.
"L"635+12.29 P.O.C.
Deed RW 19293
B.141
P.101
it RW 16371
~~27343~~
27699 ③
R/W
N.618,941.61
E.2,584,255.45
633+17.27 P.I.
N.88°55'25"E.
38+47.73 P.I.
N618,806.52
E2,584,680.11
45+0
29534
75°08'E
30
30
33+29.86 P.I.
10°3L
Δ=7°45'
T=69.47
34+51.36 P.T.
N57°18'E
33+99.33 P.I.
N618,563.50
E2,584,301.56
36+46.04 P.A.
12°C.R.
Δ=41°40'
T=181.69
40+13.26 P.T.

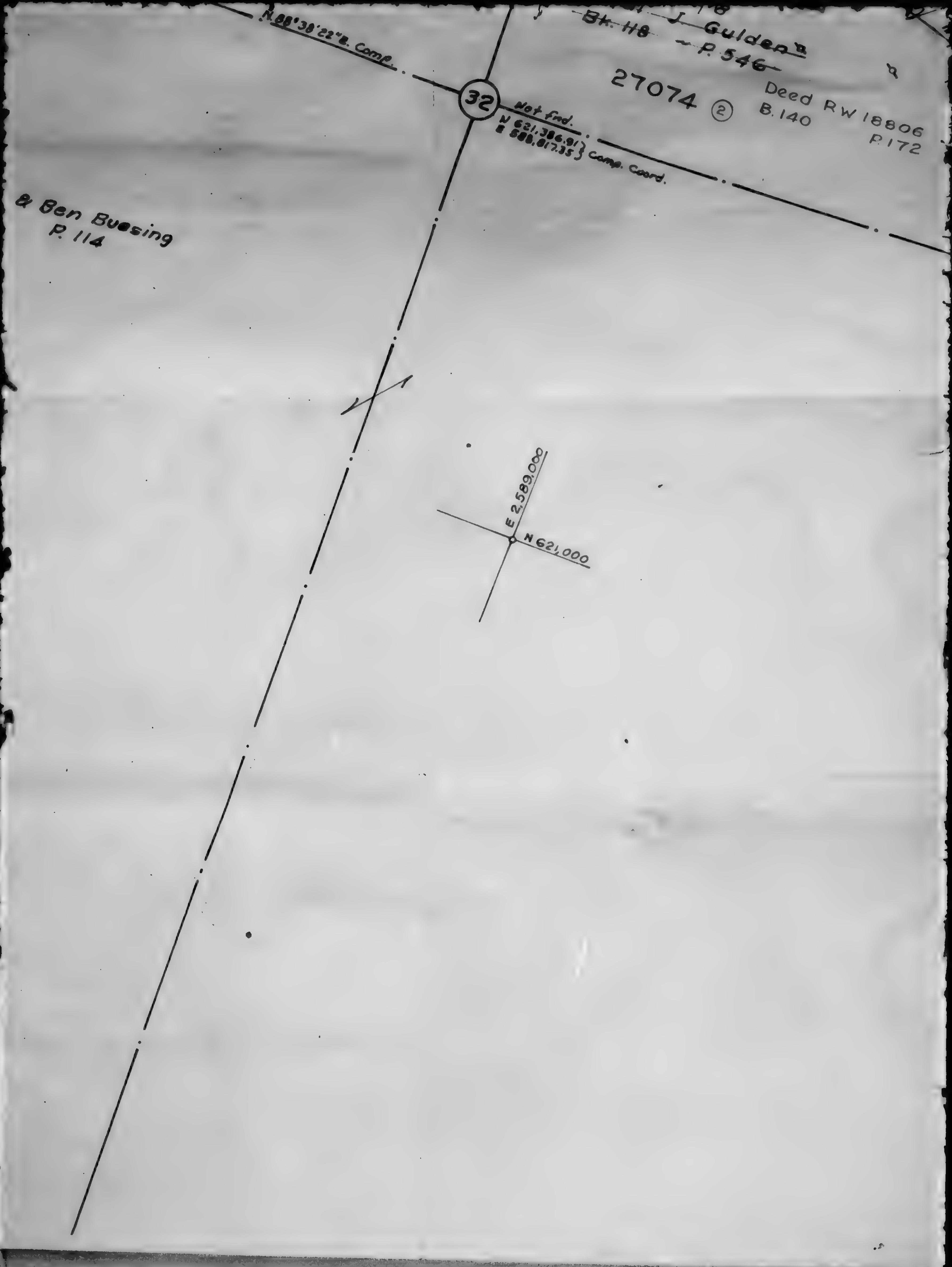

640+27.28 P.I.
639+95.47 P.O.
640
640
N. 620,000
+68.26 P.S.
Deed RW 19050
B.140 P.503
RA
27069
①
54+40.68 PI
N619,805.06
E2,585,374.76
51+85.13 PI
N619,616.05
E2,585,223.63
R/W
6°CL
Δ=11°43'
T=97.98'
51°CL
Δ=44°32'
T=46.00
N16°44'E
78°CR
Δ=13°02'
T=36.36'
41°CR
Δ=27°03'
T=33.62
53+12.63 PI
N619,677.95
E2,585,336.54
49+30.52 P.C.
48+33.90 PI
E2,584,989.74
N45°56'E
50+48.50 PI
N619,502.51
E2,585,146.42
N34°13'E
Charles
27°CR
Δ=32°51'
T=62.56
43+93.01
29534
N13°05'E
45+0 .51 PI
42°CR
Δ=38°28'
T=47.42
44.42 P.T.
53.15 P.C.
EQUATION
50' Rad. CL
124°13'
41+98.34 PI
E2,585,042.40

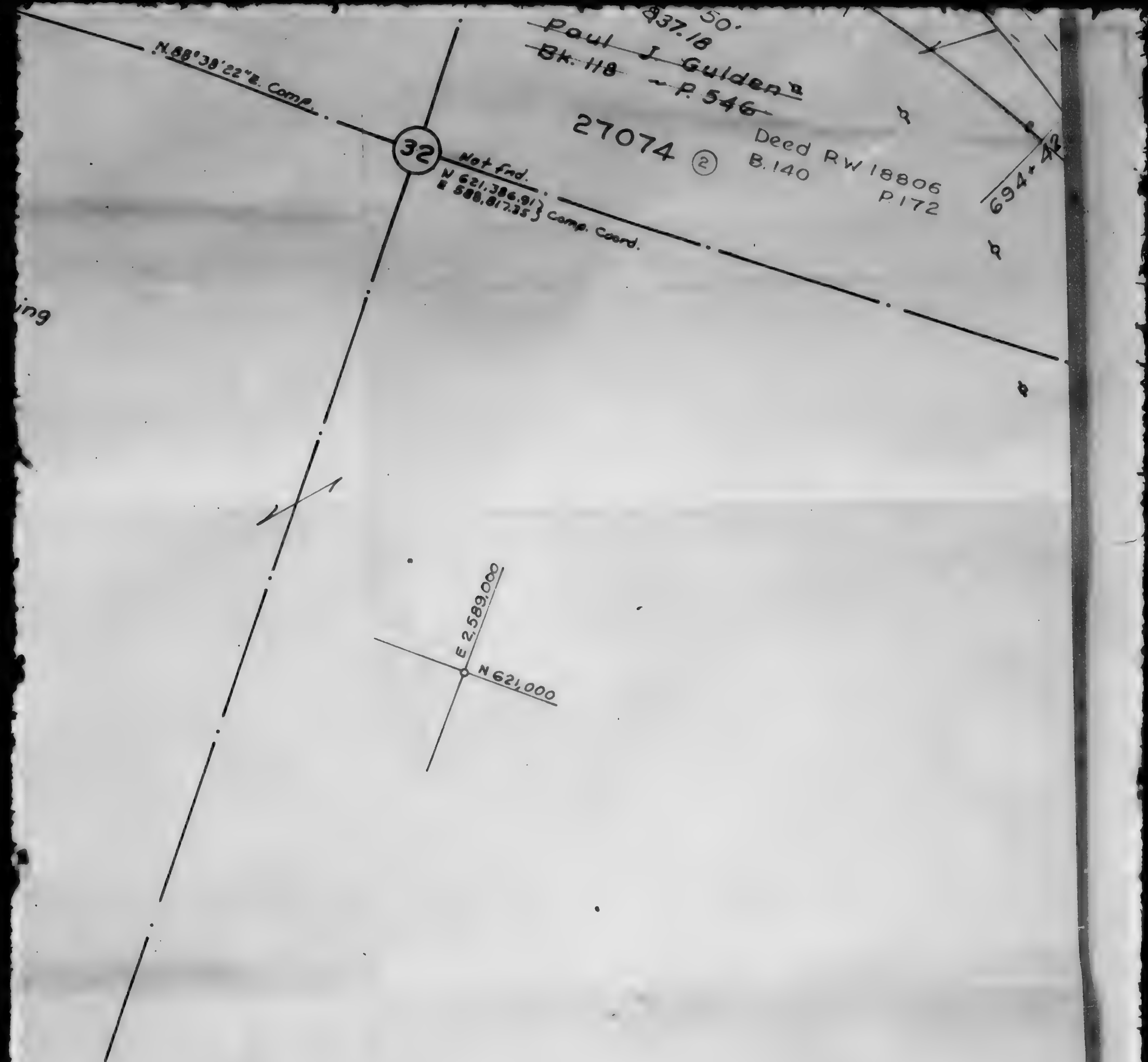

Dec
S=4
d=0.5
646+68.26 P.S.
4°C.R.
Δ=10°56'
T=137.08
61+83.
62+
59+09.08 P.C.
N.9°46'E.
30.
℄ Cattle Guard
29534
36.36
54+14.23 P.T.
54+04.32
N.1°27'46"W.
Charles, Henry & Ben Buesing
91-114


sse & Nellie M. Rosenbaum
Bk. 118
P. 549

M.J. & Ado
123
N 1°32'


Charles, Henry & Be
Bk. 91
~
P.


N 68°38'22"E. Comp.
32
Not fnd.
N 621,386.91
E 588,817.35
Comp. Coord.
~~Bk. 118~~
J. Gulden
~~P. 546~~
27074 ②
Deed RW 18806
B. 140
P. 172
& Ben Buesing
P. 114
E 2,589,000
N 621,000


50'
837.18
~~Paul J. Gulden~~
~~Bk. 118 — P. 546~~
27074 ②
Deed RW 18806
B.140
P.172
694+42
N.88°38'22"E. Comp.
32
Not fnd.
N 621,386.91
E 588,817.35
Comp. Coord.
ing
E 2,589,000
N 621,000

RECEIVED
AUG 26 1959
FOR FILING
I [illegible] 47
389

August 24, 1959

Mr. G. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Hood River-Shogren Section
Columbia River Highway

Dear Sir:

On July 27, 1959, I wrote you requesting early submission of the agreements between the State and Railroad Company covering the Glover-Perry Section in Union County and the Hood River-Shogren Section in Hood River County.

In connection with the last project listed above, our contractor has completed his work and is pressing us for payment of his final estimate. We do not as yet have this agreement, nor do we have any billing from your company covering the flagging and the repair work to your communication lines occasioned by the contractor's work. These are obligations of the contractor, and we must withhold them from his final estimate.

We would appreciate as early receipt of the agreements and the billing for your costs as is possible.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

cc to: Mr. R. L. Porter

GSP:ae

RECEIVED
AUG 4 - 1959
FOR FILING
I-80N-6(17)
247
5489

A

August 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Glover-Perry Section of the Old Oregon Trail Highway in Union County, Contract No. 5489, in connection with Federal Aid Project No. I-80N-6(17)247.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

RECEIVED
JUL 16 1959
FOR FILING

I-80N-6(17)
247
5489

FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

July 16, 1959

Rogers Construction Co.,
11760 NE Glisan Street
Portland 20
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5489, awarded May 28, 1959,
for paving the Glover-Perry Section of
the Old Oregon Trail in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

A

RECEIVED
JUN - 8 1959

FOR FILING
I 80N-6(17)247
5489

June 8, 1959

Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5489 for paving work on the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

This is primarily a paving project. However, we are removing an existing structure which spans your tracks as indicated on sheet 4 of the plans.

Provisions call for the contractor to protect your Company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations as set forth in the standard insert "Relations With Railroad Company". Also, the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on page 33 of the Special Provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWR:mfh

cc: Mr. G. S. Paxson
Mr. J. W. DeSousa

RECEIVED

I 80N-6(17)247

549

When replying, refer to:
08-35.4-0

408 State Highway Bldg.
Salem, Oregon

May 28, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5489 for Oregon Project I-80N-6(17)247, Glover-Perry Section (Paving) of the Old Oregon Trail Highway, to Rogers Construction Company of Portland, Oregon, low bidder in the amount of $900,793.00, at the May 26, 1959 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
MAY [illegible] 1959
FOR FILING
I 80N-2(17)247
310

May 28, 1959

Rogers Construction Company
11760 N. E. Glisan
Portland 20, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 awarded to you State Highway Contract No. 5489 for paving on the Glover-Perry Section of the Old Oregon Trail Highway in Union County.

This award was based on your bid of $900,793 which was the low bid submitted to the Commission on May 26, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)

RECEIVED
MAY 15 1959
FOR FILING

I-[illegible]

5487

May 14, 1959

Mr. R. M. Brown, District Engineer
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland 12, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans for paving work on the Glover-Ferry Section of the Old Oregon Trail Highway in Union County, bids for which are to be received in Salem on May 26, 1959.

This is primarily a paving project; however we are removing an existing structure which spans your tracks, which is indicated on sheet 4 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property of your company which might be damaged by the contractor's operations as set forth in the standard insert "Relations with Railroad Company"; also, the contractor is to furnish protective and liability insurance of the kinds and in the amounts indicated on page 33 of the special provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JR:gh
cc: G. S. Payson
J. W. DeSouza

RECEIVED
MAY 11 1959
FOR FILING

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4

I 80N-6(17)247

5487

May 8, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project I-80N-6(17)247, Glover-Perry Section of the Old Oregon Trail Highway.

As previously indicated to you in our letter of April 15, 1959, your standard drawing for Guide Post Detail, Entrance and Exit Ramps, does not conform to the AASHO Manual for Interstate System signing and pavement marking. Our approval of the subject project is conditioned on the revising of your guide post details to conform to the Manual.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

Edw
Project
Crandall

NOTED

RECEIVED
MAY 11 1959
OFFICE OF
STATE HIGHWAY ENGINEER

34-1017 Murray Rd. Intersection 1959
Illum.
#5490

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 14, 1959

(CONTRACT NO.) 34-1017 (EST. NO.) (CONTRACTOR)

5490 (VOUCHER NO.) 5490 4 Final (WARRANT NO.) W. R. Grasle Company (AMOUNT) (DATE)

30318 123228 $ 449.00 12-14-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapwske
ACCOUNTING DIVISION

Specified completion date: 60 workdays from June 7, 1959

Time Extensions: None of record

Completion Date: ✗ October 2, 1959

Date Accepted: December 16, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: December 21, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

NOTED ON CARD
Ac

Warrant Mailed: 1/4

RECEIVED
DEC - 1 1959
FOR FILING
[illegible] 7
5490

December 3, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5490 for illumination installation on the Murray Road Interchange on Sunset Highway in Washington County was completed by the contractor, W. R. Grasle Co., on October 2, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $449.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $3,592.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

FORM E-122X 50M 1-59

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED

34-1017

541 D

August 13, 1959

Mr. W. R. Grasle
W. R. Grasle Company
Electrical Contracting & Engineering
437 N. W. Sixteenth Avenue
Portland 9, Oregon

Dear Mr. Grasle:

Your letter dated July 30, 1959, and directed to Mr. George of the Traffic Engineering Division, made inquiry as to whether your method of cable installation on the Murray Road lighting project would be satisfactory.

This letter is to advise you that since you have buried the cable 42 inches deep as compared to a specified 20 inches deep, the sand backfill, which was also specified, will not be required. The additional 22 inches of cover material over the cable will provide adequate mechanical protection, and will, therefore, be satisfactory.

Very truly yours,

G. S. Paxson
Assistant State Highway Engineer

By

Original Signed by
F. B. CRANDALL

F. B. Crandall
Traffic Engineer

LBG:jj
bcc G. S. Paxson
Ivan Merchant
Robert Dow

NOTED
PAXSON

RECEIVED
14 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL 13 1959
FOR FILING
24-10-7
5490

July 7, 1959

W. R. Grasle Company
437 NW 16th Avenue
Portland 9
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5490, awarded May 28, 1959, for illumination installation on the Murray Road Interchange on Sunset Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Encl.

RECEIVED
JUN 4 1959

FOR FILING

24-17

5490

A

June 1, 1959

CERTIFIED MAIL

Rochat Electric Co.
4636 N. Williams Ave.
Portland, Oregon

Gentlemen:

We are enclosing the following checks, which were submitted as proposal guarantees at the bid letting of May 26, 1959. As you were not the first or second low bidder on either of these jobs we are returning the checks to you:

1. Cashier's Check No. 117150 in the amount of $1,245.00 for Salem Traffic Signals in Marion County. (Contract 5487)

2. Cashier's Check No. 117151 in the amount of $223.00 for Murray Road Intersection Illumination in Washington County. (Contract 5490)

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hoad, Assistant Secretary

Enc.
fp

A

RECEIVED
[illegible]
FOR FILING

34-1017

May 28, 1959

5490

W. R. Grasle Company
437 N. W. 16th Avenue
Portland 9, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 awarded to you State Highway Contract No. 5490 for installation of highway illumination at the Murray Road Intersection on the Sunset Highway in Washington County.

This award was based on your bid of $3,592 which was the low bid submitted to the Commission on May 26, 1959 for this project. Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
L. D. Merchant

RECEIVED
[illegible] 1959
FOR FILING
34-1017

5490

P

Salem, Oregon
April 13, 1959

Murray Road Interchange
illumination

Mr. F. B. Crandall

We will go ahead with the Murray Road Interchange illumination project as a state project. It will not be necessary to go to the Commission for any further authorization.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1959

SUBJECT: Proposed Illumination
Murray Road Interchange - Sunset Highway
US26 - Hwy. No. 47 - M.P. 67.12

To: G. S. Paxson
Ass't. State Highway Engineer
OFFICE

There is attached a suggested draft to the State Highway Commission recommending approval of a sum of $5,600. for illumination at the two ends of the divided highway section at the Murray Road Interchange on the Sunset Highway.

Program information in regard to the complete illumination of the Murray Road Interchange was submitted to the Bureau of Public Roads and was deferred by the Bureau in a letter from Mr. Polk to Mr. Williams, dated April 23, 1958. We have found that originally, money was set-up for the overall illumination project but money was withdrawn after the Bureau deferment. Thus, it is believed that it will be necessary for the project to be submitted to the State Highway Commission for its approval. Note that draft states that this project will be financed out of unallocated funds for State Highway projects. It is not believed that the cost of this project should be charged to the Minor Betterment Budget.

F B Crandall
F. B. Crandall
Traffic Engineer

VPJ:pk
Attachment
cc: Forrest Cooper

NOTED

RECEIVED
APR - 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 30 1958
FOR FILING

34-1017

5490

Streets
Rural [illegible]

Salem, Oregon
October 29, 1958

Ivan Merchant
Bridge Engineer
OFFICE

Schedule of Contract Letting for Murray
Road Interchange Illumination Project

On the schedule of contract lettings dated September 10, 1958, and listed under the October 21, 1958, Commission Meeting, there has been scheduled the Murray Road Interchange section illumination project.

Through a discussion between Mr. Head, of our office, and Mr. DeSart, this project was deferred from letting at the above mentioned Commission meeting. Several reasons made it desirable to defer the letting of this project. The construction project at the Murray Road Interchange was delayed considerably this summer due to the strike of the construction workers with the result that construction is now at such a stage that it would be almost impossible for an electrical contractor to proceed with any illumination installation.

In addition, this project was programmed with the Bureau of Public Roads during the spring of 1958 at which time the project was deferred until a policy had been set forth by the Washington office of the Bureau of Public Roads. It is understood that the Bureau of Public Roads is to have a policy meeting some time during the month of November concerning the matter of illumination at rural interchanges.

Shortly after this meeting has taken place would be a most opportune time to resubmit this project since the local office of the Bureau of Public Roads will then have a definite policy relating to the illumination of rural interchanges. It is now felt that this illumination project should be scheduled for letting to contract during April of 1959.

The letting of this project to contract in April would provide adequate time for the electrical contractor to acquire his material and to make the installation prior to completion of the paving of this section. The new schedule of contract lettings will be prepared and transmitted to you in the near future. On this new schedule, the Murray Road Interchange project will be listed for letting in April of 1959.

RECEIVED
OCT 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. Crandall
Traffic Engineer

NOTED

LBC:pa;bb
mc: ~~G. S. Paxson~~
S. H. Probert

S-331(2) Gilliam Co. Rds. Oiling Proj. 1959
S-412(1) & S-421(1)
#5491

OREGON STATE HIGHWAY DEPARTMENT

INVOICE

INVOICE NUMBER 63714

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible]		[illegible]

Contract 5491
S-331(2), S-412(1) & S-421(1)

[illegible]

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

NOTED
C. M. SWENSON

RECEIVED
FEB 4 - 1960
COUNTY

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
[illegible]	[illegible]		[illegible]

NOTED
V. R. JONES

NOTED
JOHN D. GRAHAM

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received and Requested
By

A 150X (REVISED 12-59)

NOTED
V. R. JONES

February 1, 1960

NOTED
C. G. SWENSON

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Gilliam County Roads Oiling project on FAS 714, 724, and 725. As shown in the attached cost statement, a refund of $211.23 is due the County in connection with this project. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

DATE: 2/1/60

County Gilliam

Contract No. 5491

Date Completed 7/24/59

FAS 714, 724, & 725

Section Gilliam County Roads, Oiling

PAYMENTS TO CONTRACTOR

Item	Total Cost
Payments to contractor as per attached tabulation	$28,781.78
Construction engineering	467.75
TOTAL CONSTRUCTION COSTS	$29,249.53
FEDERAL FUNDS COLLECTED FOR PROJECT . . .	$18,072.00

AGREED COUNTY SHARE OF TOTAL COSTS
50% of difference between total costs and federal funds

($29,249.53 - $18,072) X 1/2 = $5,588.77

County Advance Deposit	$5,800.00
Less County Share Costs	5,588.77
REFUND DUE COUNTY. . . .	$ 211.23

JFH:mm

Form A20g1—1025—6-39

Aug. 31, 1939

STATE OF OREGON,

To Russell Olsen Construction Co., Inc. Dr.

County Gilliam
Postoffice address Pendleton, Oregon

Highway FAS 734, 739 and 735
Work done to July 28, 1939
Contract No. [illegible]

Section Gilliam County Roads
Prefix No. 511-1025-201(B1)
Estimate No. 3 Final

Item	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Preparation of base	mile	150.00	7.26	1,089.00	1,089.00	-
2. Haul. & place. 3/4"-0 mat. in binder course	c.y.	1.00	980	980.00	980.00	-
3. Hauling and placing aggregates	c.y.	1.00	3,320	3,320.00	3,320.00	-
4. MC-2 asphalt	ton	44.00	206.86	9,101.84	9,101.84	-
5. 120-150 asphalt	ton	42.00	233.83	9,820.86	9,820.86	-
6. RC-1 asphalt	ton	44.00	84.32	3,710.08	3,710.08	-
7. Sprinkling	M/gal.	4.00	[illegible]	[illegible]	[illegible]	-

Audited and approved by	Totals	28,781.78	[illegible]	-
9/21/39	% Retained	-	[illegible]	[illegible]

Highway [illegible] Work done to [illegible] Contract No. [illegible]

Section Gilliam County Roads Prefix No. 311-1025-201([illegible]) Estimate No. 3 Final

ITEMS	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amount
1. Preparation of base	mile	150.00	7.26	1,0[illegible]	1,0[illegible]	-
2. Haul. & place 3/4"-0 mat. in binder course	c.y.	1.00	950	950.00	950.00	-
3. Hauling and placing aggregates	c.y.	1.00	3,380	3,380.00	3,380.00	-
4. [illegible]-2 asphalt	ton	[illegible]	[illegible]	9,101.5[illegible]	9,[illegible]	-
5. 120-150 asphalt	ton	42.00	233.[illegible]	[illegible]	[illegible]	-
6. [illegible]-1 asphalt	ton	[illegible]	[illegible]	3,710.[illegible]	3,710.[illegible]	-
7. Sprinkling	M/gal.	[illegible]	200	200.00	200.00	-

Audited and approved by

Period covered To 7/[illegible]/[illegible]

Items [illegible] Est. 3 Final

		Total Amount To Date	Previous Amount	Present Amount
	Totals	28,781.78	[illegible]	-
0	% Retained	-	[illegible]	863.[illegible]
	Total Payments	28,781.78	[illegible]	863.[illegible]

Computed by [illegible] Checked by

To be paid contractors, this estimate, $ [illegible]

Engineer [illegible]

Previous Voucher No. [illegible]

State Printing

Contract No. 5491 [illegible] 60 A

Monthly transaction number RECEIVED 1-63	Form PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project report number JAN 21 1960 5 FOR FILING	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 1-20-60	County **Gilliam**
		Project number **S-412(1)**

331(2)

5491

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **July 1**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project	$ 18,944.00
Revised Federal funds	$ 11,709.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **20** day of **January**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

January 19, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Snipton Road Section, Project No. S-412(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.

RLC:mm

RECEIVED
JUL 3 1959
FOR FILE

7-1-59

Monthly Transaction No. 7-9	For -2 (9-1-57)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project Report No. 1-331/3 (2)-		**FEDERAL-AID PROJECT AGREEMENT**	County Gilliam
5491			Project No. S-412(1)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Entire F.A.S. Route 724
Sniption Road Section on County Road

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	12-24-58	3.8
Other (*Specify*)		

FUNDS

Estimated total cost of project	Federal funds
$ 17,980	$ 11,100

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By G H Parson

~~Assistant~~ State Highway Engineer
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ C. G. Polk
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

Date executed by
Division Engineer July 1, 1959

USComm-DC 40257

June 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Smipton Road Section, Project. No. S-412(1).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

June 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Snipton Road Section, Project No. S-412(1).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-412(1)

SHIPTON ROAD SECTION OF FAS ROUTE 724

IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 10, 1959

Type Code 5231
Roadway (Sta. 1+00 to Sta. 204+57)(Contract No. 5491)

Preparation of Base	3.86 miles	$150.00	$ 579.00
Hauling and Placing 3/4" - 0 Material in Binder Course	440 cu.yd.	1.00	440.00
Hauling and Placing Aggregates	2,320 cu.yd.	1.00	2,320.00
MC-2 Asphalt	70 tons	44.00	3,080.00
120-150 Asphalt	172 tons	42.00	7,224.00
RS-1 Asphalt	50 tons	44.00	2,200.00
Sprinkling	88 tons	4.00	352.00
			$16,195.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
Signing	All Required		50.00
	Subtotal		$16,345.00
	10% Engr. & Cont.		1,634.50
	Total		$17,979.50

Length of Roadway . . . . 3.855 miles
Cost of Roadway per mile. $4,663.94

Federal Funds	$11,100.00
State Funds	3,439.75
County Funds.	3,439.75
	$17,979.50

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920
Chap. 529, laws, 1939

Funds. for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Gilliam County with the Highway Department.

RECEIVED
SEP 29 1959
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 24, 1959

S-231(2)			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5491	3 Final	Russell Olsen Construction Co., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23756	52965	$ 863.45	9/22/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date:	30 workdays from June 10, 1959
Time Extensions:	None of record
Completion Date:	July 24, 1959
Date Accepted:	August 13, 1959
Penalties:	None of record
Claims:	None of record
Remarks:	

Date: September 25, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed SEP 25 1959
GKu

NOTED ON CARD
Rc

RECEIVED
SEP 16 1959
FOR FILING

A-331(2)

A

September 15, 1959

Fireman's Fund Insurance Co.,
401 California Street
San Francisco 20
California

Gentlemen:

State Highway contract #5491 for oiling county roads (FAS Routes: 714-724-725) in Gilliam County was completed by the contractor, Russell Olson Construction Co., Inc., on July 24, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $863.45 will be released to the contractor on or after September 25, 1959. The total contract amount is $28,781.78, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Insurance Co.,
Waldron's Inc.,
W. A. Lloyd, Agent
Milton-Freewater, Oregon

A

RECEIVED
AUG 24 1959
FOR FILING

S 331(a)
[illegible]
[illegible]

August 21, 1959

Fireman's Fund Insurance Co.
410 California St.
San Francisco 20, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Russell Olson Const. Co., Inc. on contract No. 5491, covering oiling on County Roads, FAS 714, 724 and 725 in Gilliam County.

This payment in the amount of $12,234.70 will be released to contractor on or after September 1, 1959. The retained percentage is $863.45.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FM

cc - Fireman's Fund Ins. Co.
Waldron's Inc.
W. A. Lloyd
Milton-Freewater, Oregon

[illegible] ON CARD
8-21-59
rw

NOTED
C. G. SWENSON

NOTED
V. R. JONES

July 28, 1959

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to advise you that work on Contract No. 5491, Gilliam County Roads Section of FAS 714, 724, and 725 was completed on July 24, 1959.

Under the terms of the agreement dated May 6, 1959, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

RECEIVED
JUL 27 1959
FOR FILING
S 331 (2)
S 412(1) + S 421(1)
5491

July 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 24, 1959, on Contract No. 5491, Gilliam County Roads Section, in Gilliam County, in connection with Federal Aid Project Nos. S-331(2), S-412(1) and S-421(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
cc: Clarence G. Swenson

Form E-1—(Rev.)—

S 331 (2)
S 412 (1) + S-421 (1)
5491

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 24, 1959

Section Gilliam County Roads

Kind of work Oiling

Highway Three County Rds County Gilliam

Section prefix 511-1025

Contractor Russell Olson Construction Co., Inc.

Contract number 5491

Date of contract May 29, 1959

Specified work days 30

Date work started June 29, 1959

Work days used 26

Project authorization $ 29,073.38

Exclusive of engineering $ 27,005.94

Per cent of time elapsed 86.7 %

Estimated cost of completed project, exclusive of engineering $ 28,691.36

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 2,067.44

Engineering cost to date $ 130, 6 %

Date project was completed July 24, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
none	none	none	none	none	100%	none

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

O-11 oil mat placed on unit "B".
Project completed on Friday.

CONSTRUCTION DIVISION
RECEIVED
7 1959
NOTED-- S | | B | | G
CE ACE ACE COE

C. E. PAULSON

Signed Keats Oliver

Address Keats Oliver, Box 344, Fossil

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0	00	0	7.26	
Miles partially completed				-	
Miles completed				7.26	
Total estimated quantities (contract)				456 Ton	
Total quantities corrected to date				525	
Estimated quantities moved or placed to date				525	
Average daily quantities				71	
Average daily quantities necessary to complete project on time				0	
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				19	
Men				9	
Supervision				2	
Men and trucks under 3 tons					
Men and trucks over 3 tons				8	
Men and tractors					

Equipment used during week: Shovels ...., Power graders 1, Rollers 3, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., Loader 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

FORM E-129

RECEIVED
JUL 13 1959
FOR FILING

S 331(2)
S 412(4) & 421(1)
5491

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 7, 1959

Russell Olson Construction Co., Inc.,
144 SE 1st Street (P. O. Box 272)
Pendleton
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5491, awarded May 29, 1959, for oiling the Gilliam County Roads, FAS Routes #714-#724-#725, in Gilliam County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

A

RECEIVED
JUL - 8 1959
FOR FILING

S-331(2)

5491

July 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on June 29, 1959, on Contract No. 5491, Gilliam County Roads, Oiling, Section, in Gilliam County, in connection with Federal Aid Project Nos. S-331(2), S-412(1), S-421(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:br

Monthly Transaction No. JUL - 1959 7-19	For -2 (9-12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ce **Oregon**
Project Report No. 8.33B(2)	**FEDERAL-AID PROJECT AGREEMENT**	County **Gilliam**
		Project No. **S-421(1)**

5491

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From Jc. F.A.S. 714 west 1.9 miles (Entire Route)
East Unit Quinton-Blalock Section on County Road

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**3-26-59**	**1.9**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **5,892**	Federal funds $ **3,600**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. C. Williams

~~Assistant~~ **State Highway Engineer**
(title)

By ______________________

(title)

By ______________________

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 1, 1959**

USComm-DC 40257

June 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the E. Unit, Quinton-Blalock Section, Project No. S-421(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

June 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the E. Unit, Quinton-Blalock Section, Project No. S-421(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid Secondary
Project No. S-421(1)

EAST UNIT, QUINTON-BLALOCK SECTION OF FAS ROUTE 725

IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 10, 1959

Type Code 3210
Roadway (Sta. 0+00 to Sta. 100+32)(Contract No. 5491)

Preparation of Base	1.90 miles	$150.00	$ 285.00
Hauling and Placing 3/4" - 0 Material in Binder Course	200 cu.yds.	1.00	200.00
Hauling and Placing Aggregates	590 cu.yds.	1.00	590.00
MC-2 Asphalt	32 tons	44.00	1,408.00
120-150 Asphalt	38 tons	42.00	1,596.00
RS-1 Asphalt	23 tons	44.00	1,012.00
Sprinkling	40 M-gals.	4.00	160.00
			$5,251.00
Flagging (57½% of Contractor's Cost)	All Required		55.00
Signing	All Required		50.00
	Subtotal		$5,356.00
	10% Engr. & Cont.		535.60
	Total		$5,891.60

Length of Roadway . . . . 1.900 miles
Cost of Roadway per mile. $3,100.84

Federal Funds	$3,600.00
State Funds	1,145.80
County Funds.	1,145.80
	$5,891.60

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Gilliam County with the Highway Department.

RECEIVED
JUL

5491 7-1 A

Monthly Transaction No. 7-1	For -2 (9-12-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	.te **Oregon**
Project Report No. 3 S331(2)	**FEDERAL-AID PROJECT AGREEMENT**	County **Gilliam**
		Project No. **S-331(2)**

5491

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
From Jc. F.A.S. 725 South 1.5 miles
(Blalock Canyon Section) on County Road

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	3-26-59	1.5
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 4,556	Federal funds $ 2,800

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Assistant~~ **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XXBy **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 1, 1959**

USComm-DC 40257

June 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Blalock Canyon Section, Project No. S-331(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

June 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Blalock Canyon Section, Project No. S-331(2).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-331(2)

BLALOCK CANYON SECTION OF FAS ROUTE 714

IN GILLIAM COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 10, 1959

Type Code 3210
Roadway (Sta. 0+00 to Sta. 79+20)(Contract No. 5491)

Preparation of Base	1.50 miles	$150.00	$ 225.00
Hauling and Placing 3/4" - 0 Material in Binder Course	160 cu.yds.	1.00	160.00
Hauling and Placing Aggregates	470 cu.yds.	1.00	470.00
MC-2 Asphalt	24 tons	44.00	1,056.00
120-150 Asphalt	30 tons	42.00	1,260.00
RS-1 Asphalt	17 tons	44.00	748.00
Sprinkling	32 M-gal.	4.00	128.00
			$4,047.00
Flagging (57½% of Contractor's Cost)	All Required		45.00
Signing	All Required		50.00
	Subtotal		$4,142.00
	10% Engr. & Cont.		414.20
	Total		$4,556.20

Length of Roadway	1.500 miles
Cost of Roadway per mile.	$3,037.46

Federal Funds	$2,800.00
State Funds	878.10
County Funds.	878.10
	$4,556.20

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Gilliam County with the Highway Department.

Form A-150—10M—6-58

NOTED
[illegible]

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 60760

Date June 15, 1959

Your Req. No.

Billing Request No. CO-484

Credit Distribution: 511-1025-597

Gilliam County
Condon,
Oregon

Attn: County Court

Advance Deposit	$ 5,800.00
Partial transfer county's share total costs of the Gilliam County Roads, Oiling FAS714, 724, 725, covered by agreement dated May, 1959	4,800.00
To be retained	$ 1,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $

By

State Printing 13107

NOTED
Harold C. Ayers

June 4, 1959

Gilliam County Court
Courthouse
Condon, Oregon

Gentlemen:

This will acknowledge receipt of your advance deposit of $5,800 for oiling FAS 714, 724, and 725. Contract No. 5491 has been awarded to Russell Olsen Construction Company, Inc. A copy of the contract and a set of plans will be forwarded to you as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:cg

NOTED
C. G. SWENSON

Salem, Oregon
May 29, 1959

NOTED
Harold C. Ayers

Gilliam County Roads Section
FAS 714, 724, and 725

Mr. R. L. Porter
Office Engineer
Building

NOTED
[illegible]

NOTED
[illegible] R JONES

The required advance deposit on the subject project has been received from Gilliam County.

This project is now clear for award of a contract.

C. G. Swenson
Engineer, County & City Relations

CGS:mm

JAS. D. BURKE, JUDGE
LEO BARNETT
VAN RIETMANN
COMMISSIONERS

office of
Edwin P. Morgan
Gilliam County Clerk
Condon, Oregon

NOTED
C. G. SWENSON

May 28, 1959

Oregon State Highway Commission
Salem, Oregon

Sirs:

Submitted herewith in accordance with our agreement re: FAS Projects 714, 724 and 725, our Warrant No. 7431 in the amount of $5,800.00.

Very truly yours,

Edwin P. Morgan
Edwin P. Morgan
Gilliam County Clerk

RECEIVED
JUN 1 1959

Check #7431
Amt. $5,800.00
To Acct. Div. 6-1-59
C.W.H.

[illegible]
MAY [illegible] 1959

NOTED

May 26, 1959

NOTED
Harold C. Avers

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
John F. Hagemann

Gentlemen:

On May 26 a satisfactory bid was received from the Russell Olson Construction Company of Pendleton for oiling FAS 714, 724, and 725. As per the agreement between County and State the following advance deposit is required from the County prior to award of a contract:

Bid Items	$25,493.00
Flagging and signing	350.00
12-1/2% Engineering & Contingencies	3,230.38
Estimated Total Cost	$29,073.38

County advance deposit of 20% = $5,800

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

W. C Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

Recd 5/29/59
Cnt # 5491

JFH:cg

511-1025

RECEIVED
JUN 30 1959
FOR FILING

5491

May 29, 1959

Russell Olson Construction Company, Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 accepted your proposal for the Gilliam County Roads Oiling Project on three county roads in the vicinity of Blalock and Condon, in Gilliam County, for the sum of $25,493 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5491.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

aj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 29, 1959

Russell Olson Construction Co., Inc.
Stangier Brothers Building
Pendleton, Oregon

Contract for Gilliam County Roads Oiling Project on three county roads in Gilliam County for which you submitted low bid on May 26 awarded you today. Contract forms follow shortly.

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
MAY 22 1959
FOR FILING

[illegible]
[illegible]
5431

May 21, 1959

County Court of Gilliam County
Court House
Condon, Oregon

Gentlemen:

We are enclosing for the records and files of Gilliam County a fully executed copy of an agreement between the State Highway Commission and Gilliam County covering Gilliam Roads project on FAS 714, 724 and 725.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 11, 1959
Salem, Oregon

SUBJECT: FAS Project Agreement
Gilliam County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering Gilliam Roads project on FAS 714, 724, and 725. Two copies of the agreement have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project on FAS ~~714~~ 724 was approved on June 19, 1958 and on FAS ~~724~~ 714 and 725 on December 12, 1958.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL

Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 6-19-58 Min page 39 + Dec. 11-1955 Min page 30
Floyd Query
Secretary

RECEIVED
MAY 25 1959
FOR FILING

8-331 (2)
8-412(1) & 8-421(1)
E491

[illegible] #259

Salem, Oregon
May 21, 1959

FAS Project Agreement
Gilliam County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of a finance agreement with Gilliam County covering Gilliam Roads project on FAS 714, 724 and 725.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Gilliam County.

Secretary

rn
Attach: 1

NOTED
V. R. JONES

NOTED
Harold C. Ayers

May 11, 1959
Salem, Oregon

FAS Project Agreement
Gilliam County

Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering Gilliam Roads project on FAS 714, 724, and 725. Two copies of the agreement have been executed by the county and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project on FAS 714 was approved on June 19, 1958 and on FAS 724 and 725 on December 12, 1958.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
Office Engineer

JDG:cg

Att.

NOTED
C. G SWENSON

NOTED
C. G SWENSON

May 5, 1959

Gilliam County Court
Courthouse
Condon, Oregon

John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement and a set of plans and specifications in connection with the Gilliam County Roads Oiling project on FAS 714, 724, and 725 upon which bids will be received May 26.

This agreement covers, among other things, state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost of this project, including engineering and contingencies, is $34,800; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the county clerk attest, with seal, and return both signed copies of the agreement to this office. After signature by the Highway Commission a fully executed copy of the agreement will be returned for the county's records. The signed agreements should be mailed so as to arrive in Salem not later than May 15.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:cg

Encl.

Quantities

2 Sections ([illegible])

3/4-0	3/4-1/2	1/2-1/4	[illegible]	Total
300	490	230	[illegible]	1470

[illegible]

1 1/2-3/4	3/4-0	[illegible]	[illegible]	[illegible]	Total
1030	[illegible]	430	430	430	2,760

[illegible]

JAS. D. BURNS, JUDGE
LEO BARNETT
VAN RIETMANN
COMMISSIONERS

office of
Edwin P. Morgan
Gilliam County Clerk
Condon, Oregon

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

RECEIVED
APR 27 1959

April 24, 1959

NOTED
V. R. [illegible]

C. G. Swenson
Engineer,
County & City Relations
Oregon State Highway Comm.
Salem, Oregon

Dear Mr. Swenson:

The County Court has requested that I write to you regarding the oiling of F.A.S. projects in Gilliam County. The projects referred to are F.A.S #725 and 714, in the Blalock area, and the Sniption Road in the Condon, area.

It is deemed essential by the Court that these projects be completed before the harvest season begins. Would you please give this your consideration and advise us at your convenience.

Very truly yours,

Edwin P. Morgan
County Clerk

NOTED
JOHN D. [illegible]

Morgan called 4/28/59 stated
all county work will be
completed 6/10/59.
Advised [illegible] [illegible] to put project on [illegible] letting E.C.S

RECEIVED
11 MAR '59
FOR FILING

S 331 (2)
S 412(1) & S 421 (1)
5491

3-3-59

R

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
OILING PROJECTS, FAS 714, 725, and 724
GILLIAM COUNTY ROADS

The following prospectus is submitted concerning oiling projects on the above mentioned county roads. The lengths and locations of the three projects are as follows:

FAS 714 - From the intersection with FAS 725 southerly for 1.5 miles.

FAS 725 - From the intersection with FAS 714 westerly for 1.9 miles.

FAS 724 - From the intersection with the John Day Highway in Condon, westerly and southerly for 4.2 miles. (Sniption Road section.)

The combined length of all projects is 7.6 miles.

This will be a location survey for the purpose of preparing oiling plans for the sections of road listed above. The town of Condon is at the easterly end of the FAS 724 project.

Reconnaissance is not necessary. Routine soils investigation will be conducted. There are no special drainage problems. An economic analysis is not necessary.

Typical sections of the three roads to be oiled and the type of oil mat to be placed is as follows:

FAS 714 - Two 9-foot lanes, 0-9 oil mat, 2-foot rock shoulders.

FAS 725 - Two 9-foot lanes, 0-9 oil mat, 2-foot rock shoulders.

FAS 724 - Two 10-foot lanes, 0-11 oil mat, 2-foot rock shoulders.

Grade and base will be prepared by county forces.

The county will furnish aggregates for oiling and will place rock shoulders upon completion of oiling.

Further agreements with the county are not necessary.

There are no state parks affected by these projects.

March 3, 1959

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson (3)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
MAR - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

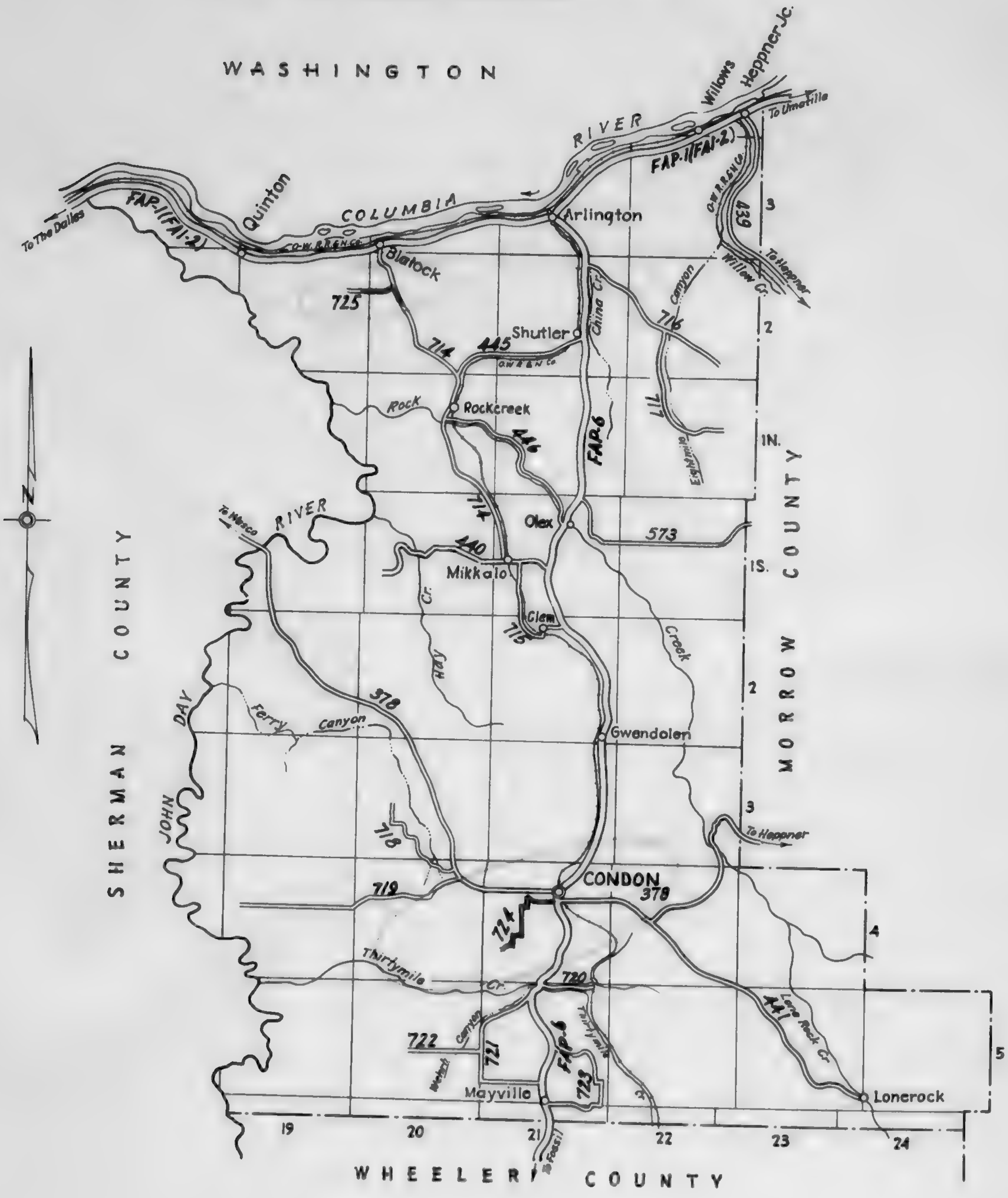
GILLIAM COUNTY

FAS SYSTEM

Scale 0 2 4 MI. Feb. 1959

"LEGEND"

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway
- F.A.S. Highway on State Secondary Highway
- F.A.S. Highway on County Road



V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
Harold C. Ayers

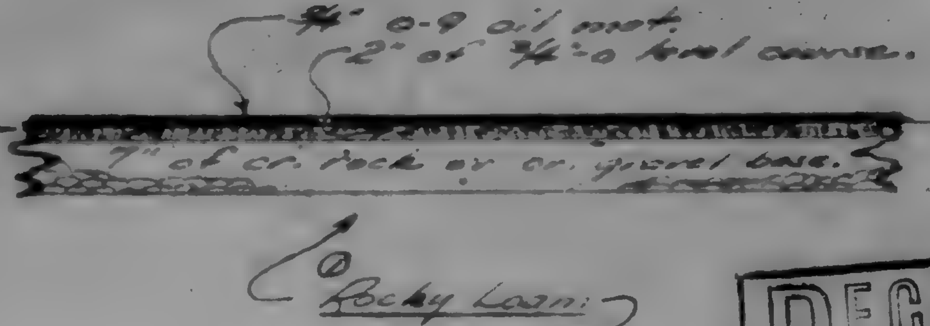
NOTED
C. G. SWENSON

Section 3 Oiling Projects Highway F.A.S. 714 & 725 County Gilliam Prefix S11-14-3

Res. Engr. ________ Length of Project 34 Miles. Sta. ________ to Sta. ________ Date 2-16-59

Reported Frost Penetration - 16" **TYPICAL SECTIONS** Traffic Classif. - Light

State Project
Placed or to be
placed by County


3/4" 0-9 oil mat.
2" of 3/4-0 level course. (By County)
7" of cr. rock or cr. gravel base.
① Rocky Loam

State Project
Placed or to be
placed by County

① Typical Soil
32 LL
4 PI
33 % P 200
22 % Silt
6 % Clay
∞ "R" value

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			3/4 2 7	0-1
9½			9¾	

RECEIVED
MAR 6 1959
ENGINEER
COUNTY & CITY RELATIONS

Note: The existing base varies in depths from 3" to 7" and may be given full credit toward total required surfacing thickness if not contaminated or destroyed during construction operations.

RECEIVED
FEB 27 1959

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 1/4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Gilliam County to furnish aggregates											
Representative tests of existing base.	464838 464834	2.88 2.74	Gravel Rock	2" 1½"	55.9 67.8	31.9 43.2	19.0 17.2	— —	20 19	0 0	

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by ________ State Assistant
[redacted]

Recommended by ________ Construction Engineer

Recommended by ________ Engineer of Materials

Approved by Forrest Cooper Deputy State Highway Engineer

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

Salem, Oregon
February 11, 1959

Gilliam County FAS Oiling Projects
FAS 714 and 725

Mr. Tom Edwards
OFFICE

NOTED
John F. Hagemann

The revised special provisions for the subject named projects have been examined and found to be in accordance with the projects as proposed by the county and approved by the Highway Commission.

As stated in previous correspondence, these two FAS projects should be combined with the Sniption Road project, FAS 724, under one contract to be put up for bidding in May or June of this year.

The county planned to incorporate a short relocation in its preliminary grading and basing of FAS 714 and, in accordance with past policy, expected the highway department to locate this section as a guide in county construction. There is nothing in the division correspondence to indicate whether or not this has been done.

It would probably be desirable to recheck on the mileage involved in each project after the county has completed its work.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: V. G. O'Neil
Frank Hall
Vic Wolfe

NOTED
JOHN D. GRAHAM

NOTED
Harold C. Ayers

Salem, Oregon
February 6, 1959

Gilliam County FAS Projects,
Oiling

Mr. Tom Edwards
OFFICE

NOTED
John F. Hagemann

Attached is a copy of a memo to the files covering the county's schedule for preliminary work on the subject named county FAS routes which are to be oiled with FAS fund projects.

Based on this memo a contract can be let for the sections programmed on FAS 714 and 725 near Bialock and FAS 724 (Sniption Road) in May of this year.

The projects on FAS 721 and 722 will be delayed until 1960.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

MEMO TO FILES
2/6/59
(County Contacted 2/3/59)

GILLIAM COUNTY - 1959 OILING CONTRACT

County proposes to start placing pit run gravel on FAS routes 714 and 725 about February 10. The crushing plant will be moved to a quarry in the Blalock Canyon at about the same time and will begin production of leveling course and oil aggregates. Completion of these two sections and the Sniption Canyon Road (FAS 724) is expected to be about June 1. The county wishes the three roads to be included in one contract to be let in May, 1959.

The Wehrli Canyon and Buckhorn Roads, FAS Routes Nos. 721 and 722 would be contracted in 1960.

V. R. Jones
Field Engr., County & City Relations

VRJ:mm

NOTED
Harold C. Ayers

John F. Hagemann

FORM E-30 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 28, 1959
Salem, Oregon

SUBJECT: **Special Provisions**
Gilliam County Roads
Oiling Project

To:

Mr. A. F. Parson
Division Engineer
La Grande, Oregon

RECEIVED
JAN [illegible] 1959

Our County and City Relations Engineer will be contacting you and Gilliam County, as to which of the programmed FAS-C oiling projects will be ready for contracting this season, and, we are holding up on specifications and plans for these jobs, including the Shiption Road Section, until more data is obtained.

In the special provisions submitted January 23, 1959, for oiling FAS-714 and 725, we note that the county is sizing oiling aggregates on round screens and that you specify an 0-9 based on 1940 application rates. This old 0-9, used till November, 1950, called for ½" - ¼" and ¼" -0 in both seals and 150-200 asphalt in both seals. In 1950, we changed to ½" - ¼" and ¼" - #10 for first seal with 150-200 asphalt, and to ¼" - #10 for second seal with RS-1 asphalt; this change being made to overcome some of the bleeding tendencies of the older specifications. In November, 1953, we changed to square screens with no change in rates.

If the county finds it desirable to size its materials on round screens, it presents no problem as to rates of application, and such need no material change because of the difference in sizes of the 3/4" - ½ and ½" - ¼" materials. As to material passing the ¼" screen, when we eliminated the #10 - 0 material, we increased the quantity of ¼" - #10 in the second seal by 50% and eliminated the ½" - ¼" in the second seal. This was due (1) to the use of RS-1 asphalt, which does not bind larger particles and, (2) to key the larger square-sized 3/4" - ½" and ½" - ¼".

The problem in the Gilliam County oiling work concerns the quantity of the various sizes of aggregates to be crushed by the county. We know of no reason why aggregates sized on round screens will not work out. However, we know of no reason why such cannot be used at the rates now currently specified, using either (a) 120-150 asphalt in all courses, or (b) substituting RS-1 asphalt in the final seal. On some small jobs we substitute 120-150 in the final seal to avoid the nuisance of small quantities of RS-1.

We strongly urge staying with our present rates and note that you did this for the Sniption Road job. Please check over the county road projects along the lines requested advising the county as to any revisions to be made in the quantities of each size of aggregate required, and advise us, and preferably re-submit special provisions, calculations and sketch maps in line with the changes.

On the Sniption Road, you call for a binder course under the O-11. On FAS-714 and 725 none was specified. Why not? Also, do you anticipate that there will be any special work required by our contractor in preparing the base constructed by the county on any of these sections to be oiled by us? A bid item for "Sprinkling" would appear to be desirable.

An answer to this letter may be delayed, pending developments of the county operations, but we will need definite advice on all points at least 30 days before the letting date.

R. L. Porter
Office Engineer

By

Virgil G. O'Neil
Specifications Engineer

CC: Mr. J. F. Hageman
Mr. Tom Edwards

File

MEMO TO J. W. NASH
1/27/59

NOTED
Harold C. Ayers

FAS 714, GILLIAM COUNTY

TERMINI: From FAS 725 southerly 1.5 miles.

PROPOSED WORK: Construct two-lane low type surfacing.

PROJECT LENGTH: 1.5 miles

COSTS	Total	Federal	State	Other	
CONSTRUCTION	$5,000	$3,000	$1,000	$1,000	(County)

EXISTING FACILITY: Crushed rock wearing surface, 22' minimum width, being constructed by Gilliam County. No substandard grade or alignment.

ADJACENT SECTIONS: N. End - 18' oil mat wearing surface with 3' shoulders. S. End - 20' crushed rock wearing surface on 24' roadbed.

PROJECT DATA: Construct type 0-9 oil mat wearing surface 18' in width on grade and base prepared by Gilliam County to state standards. Gilliam County will place shoulder rock 2' in width after completion of FAS project.

ROW WIDTH: 50' minimum
MINIMUM DESIGN STANDARDS: No exceptions
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
PUBLIC HEARING: None required
UNUSUAL OR COMPLICATED SITUATION: None

Route Data submitted under Oregon Project S-331 (1)

NOTED
John F. Ha[illegible]

NOTED
C. E. [illegible]

JFH:cg

File

MEMO TO J. W. NASH
1/27/59

NOTED
Harold C. Ayers

FAS 725, GILLIAM COUNTY

NOTED
John F. Hagemann

TERMINI: From FAS 714, easterly 1.9 miles (entire route.)

PROPOSED WORK: Construct two-lane low type surfacing.

PROJECT LENGTH: 1.9 miles

COSTS	Total	Federal	State	Other
CONSTRUCTION	$6,000	$3,600	$1,200	$1,200

EXISTING FACITITY: Crushed wearing surface, 22' minimum width, being constructed by Gilliam County. No substandard grade or alinement.

ADJACENT SECTIONS: W. End - Westerly route terminus. E. End- Junction FAS 714.

PROJECT DATA: Construct type 0-9 oil mat wearing surface 18' in width on grade and base prepared by Gilliam County to state standards. Gilliam County will place shoulder rock 2' in width after completion of FAS project.

ROW WIDTH: 50' minimum
MINIMUM DESIGN STANDARDS: No exceptions
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
PUBLIC HEARING: None required
UNUSUAL OR COMPLICATED SITUATIONS: None

FAS 725 gives access to a large wheat and cattle raising area and is a school bus and mail route.

JFH:cg

NOTED
C. G. SWENSON

Salem, Oregon
January 27, 1959

NOTED
Harold C. Ayers

Oiling Project
FAS 714, 725
Gilliam County

Mr. Tom Edwards
OFFICE

NOTED
[illegible] R. JONES

NOTED
John F. Hagemann

The special provisions for the subject named county FAS oiling projects have been examined and found to be consistent with the projects as proposed by the county and approved by the Highway Commission.

The field data for the Snipton Road project referred to in the letter of transmittal from Division V has been in Salem for some time; however advertising for bids has been held pending completion or substantial completion of the grade and base which is to be done by the county.

Also approved by the Highway Commission is 3.8 miles of oiling on FAS 721 and 722 south of Condon. If the county can get these ready for oiling in time they should probably be combined with FAS 714 and 725 as well as Snipton Road.

Someone from this office will contact the county within the next two weeks and determine its schedule of work for all sections of road involved. You will be advised as soon as this information is available.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:dg
cc: Mr. V. G. O'Neil
Mr. Frank Hall

NOTED
Harold C. Ayers

December 12, 1958

NOTED
V. R. JONES

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

Gentlemen:

On December 11 the Highway Commission approved the County FAS projects as described in the attached tabulation which is believed to conform with your initial request. The survey for these projects will be done under the supervision of our division office with headquarters at La Grande.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Att. 58-h

NOTED
C. G. SWANSON

PROPOSED PROJECTS
GILLIAM COUNTY

FAS 714, 721, 722, and 725 - Gilliam County Road Oiling Project, 7.2 miles, $35,000.

The sections are as follows:
FAS 714: From FAS 725 southerly 1.5 miles
FAS 721: From FAS 722 southerly 1.5 miles
FAS 722: From Fas 721 easterly 2.3 miles
FAS 725: From FAS 714 easterly 1.9 miles

The proposed project is to construct an 18' wide type 0-9 oil mat wearing surface on FAS 714 and 725 and an 18' wide type 0-11 oil mat wearing surface on FAS 721 and 722, using county furnished aggregate. Gilliam County will grade and place base material prior to the FAS project and place shoulder rock (2' wide) after oil mats are completed. The county cannot determine at this time whether they will be able to complete the preliminary work prior to July of 1959 or July of 1960. This information will be furnished by the county as soon as possible, which will probably be after this winter's road damage has been determined.

58-h
10/20/58

Highway Commission approved: December 11, 1958

NOTED
Harold C. Ayers

December 1, 1958

NOTED
V. R. JONES

Gilliam County Court
Courthouse
Condon, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are four copies each of four option forms covering right-of-way required to ease five curves on the Sniption County Road, FAS 724. Under separate cover we are also forwarding five prints of a map showing the location of the property described.

These right-of-way descriptions are in accordance with the alinement staked in the field some time ago and you may already have completed negotiations for the property involved. If so, disregard the enclosed options and advise this office by letter that all right-of-way has been obtained.

If these option forms are used please return one signed copy of each of the options to this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg

NOTED
C. G. SWENSON

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 28, 1958
Salem, Oregon

SUBJECT: Sniption Road Section
Sniption County Road

To: C. G. Swenson
County and City Relations Engineer
OFFICE

Attached you will find 4 original option forms in quadruplet covering right of way to be acquired in connection with Sniption Road Section of the Sniption County Road in Gilliam County. No Statements of Information were furnished.

Please return to the Right of Way Department a copy of each signed option to inform the Highway Engineer the conditions, if any, on the transaction.

We are forwarding under separate cover 4 prints of map number 8B-11-20 covering this area and bearing our date of November 25, 1958.

29138	Walter Sherman	0.45	acre	
29139	R. W. Potter and Sons	0.02	acre	p-1
		0.02	acre	p-2
		0.25	acre	p-3
29140	Sylvester M. and Grace D. Cooney	0.25	acre	p-1
		0.1	acre	p-2
29141	Douglas K. Parker	0.3	acre	

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AC
fd
Enc. 4 original options

cc: Porter
cc: A. F. Parson
map
cc: R. W. Cozad

RECEIVED
DEC 1 1958
ENGINEER
COUNTY & CITY RELATIONS

V. [illegible]

NOTED
Harold C. Ayers

November 26, 1958

Gillian County Court
Courthouse
Condon, Oregon

NOTED
John F. Hagemann

File

Gentlemen:

Our Soils Division has completed its soils investigation in connection with the proposed FAS projects on FAS 714, 721, 722, and 725 and has made the following recommendations for a base design for use under an oil mat wearing surface.

✓FAS 714 - On new grade - 2" leveling course
7" bottom course
9" Total

Where existing rock on road is not disturbed the bottom course base to be placed can be reduced to 4" due to a credit of 3" for the existing base rock.

✓FAS 725 - On new grade - 2" leveling course
7" bottom course
9" Total

Where existing rock on road is not disturbed the bottom course base to be placed can be reduced to 4" on the westerly 1.5 miles due to a credit of 3" for existing base rock. On the easterly 0.4 mile the existing rock can be credited for 6" and no additional bottom course rock would be required if 3" rather than 2" of leveling course rock is placed.

FAS 721 & 722 - On new grade - 2" leveling course
12" bottom course
14" Total

Existing rock is credited for 4" so that 8" of new bottom course base rock would be required where existing rock on road is not disturbed in grading operations.

The leveling course referred to could be either 3/4 "-0" or 1 "-0" crushed rock and the bottom course base could be course crushed rock or quarry-run rock properly processed with a grid-roller.

NOTED
C. G. SWANSON

The base design for FAS 721 and 722 is based on a reported frost penetration in this area of 30 inches.

Attached is a map upon which the sections involved are shown in red. If you have any questions on this matter, please contact this office.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
cc: Mr. Milton Boyce
County Roadmaster

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1958

SUBJECT: FAS #714 and #725
Gilliam County

To: Clarence Swenson
County & City Relations Engineer
OFFICE

RECEIVED
NOV 25 1958
ENGINEER
COUNTY [illegible]

At the request of John Hagemann a soils investigation has been completed on the above projects for the purpose of determining depth of surfacing.

Traffic classification is light.

Reported frost is 16 inches.

Recommendations for new work is as follows with the soils being sandy loam to loam.

1¼"	0-11
2"	Level
7"	Coarse crushed
10¼"	Total

Existing base in place is clean and where it will not be contaminated or eliminated by new grading can be given full credit toward surfacing depth.

G. L. Decker
G. L. Decker
Staff Assistant

GLD/lg

cc: Tom Edwards
A. F. Parson
V. Moore

#714 Exist. 3"
#725 ~~[illegible]~~ easterly 0.4 mile 6"
Balance of mileage 3"

NOTED
Harold C. Ayers

Salem, Oregon
August 26, 1958

Mr. Tom Edwards
OFFICE

Sniption Road Section
FAS 724, Gilliam County

NOTED
John F. Hagemann

The field data for the subject named project has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

Please note that I have checked on the road name and found you were correct in that it should be "Sniption" rather than "Snipton."

At the county's request this project should not be contracted until the early part of 1959.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm

cc: V. G. O'Neil
Frank Hall

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
8/26/58

FAS 724, GILLIAM COUNTY

TERMINI: From FAP Route 6 in Condon southwesterly to westerly terminus FAS 724.

PROPOSED WORK: Construct two-lane intermediate type surfacing.

PROJECT LENGTH: 3.86 miles

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$25,000	$15,000	$5,000	$5,000 (Co.)

EXISTING FACILITY: 24' wide crushed rock wearing surface being constructed by Gilliam County. No substandard grade or alignment.

ADJACENT SECTIONS
WEST END: End of FAS route.
EAST END: Junction FAP Route 6

PROJECT DATA: Construct type O-11 oil mat wearing surface 20' in width on grade and base prepared by Gilliam County to State standards. Gilliam County will place shoulder rock 2' in width after completion of FAS project.

ROW WIDTH:	50' minimum
MINIMUM DESIGN STANDARDS:	No exceptions
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
UNUSUAL OR COMPLICATED SITUATIONS:	None

FAS 724 serves a large wheat and cattle raising area and is a school bus and mail route.

JFH:mm

NOTED
C. G SWENSON

PROPOSED PROJECT
GILLIAM COUNTY

FAS 724, Snip~~ton~~tion Road Section, oiling only, 4.2 miles, $20,000. This section extends from FAP Route 6 (John Day Highway) in Condon southwesterly to a county road junction.

The proposed project is to construct a 20' wide type O-11, using county furnished aggregates, on the grade and base prepared by Gilliam County. The county will place shoulder rock on the 2' shoulders. As the county will not complete its work until late summer or fall, this project should not be contracted until the spring of 1959.

The $20,000 programmed may be adjusted as required.

Approved
6-19-58

58-d
6/2/58

S-325(3) Boones Ferry Rd.-Oswego Sec., 1959
(Grad. & Pav.)
#5492

RECEIVED
APR 1 1969
FOR FILING

[illegible]

To: Files

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1969

SUBJECT: Contract No. 5492
Boones Ferry Rd.-Oswego

I have this day furnished an Attorney, Jim Bergman, 727 Pittock Bldg. Portland, Oregon with copies of Boones Ferry Rd.-Oswego Section cross-section notes, station 68 through 78. This was done upon written instruction from Jack Sollis of the State Highway Legal Department.

T. W. Boehme
Ted Boehme
Final Estimates Engineer

TB/jp
cc: F. B. Klaboe

NOTED
F. B. KLABOE

RECEIVED
MAR 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
N.S.C.
NOTED
C. Ayers

March 9, 1962

FAS 680,
Clack Co
§325(1) + (2)

Mr. Ed Latourette, Chairman
Board of County Commissioners
County Court House
Oregon City, Oregon

A.R. #31
RE: Traffic Discrimination
F.A.S. 680, Clackamas County

COPY

Dear Sir:

I am instructed to inform you that the subject of the 4-way stop at Country Club Road at 10th and Iron Mountain Boulevard has been reviewed by the Council. The delay in replying to your letter was caused by the necessity for reviewing the agreements referred to in your letter. We find that these agreements are between the County and State and do not pertain to the City of Lake Oswego.

Further information discloses a resolution dated July 3, 1956 and a communication to the State Highway Department dated July 5, 1956, transmitting copies of said resolution. Upon a review by legal counsel and legislative determination, it has been determined that the placing of the stop signs complained of does not unduly interfere with the free and convenient flow of traffic along said highway, and that said City regulations do not impede the free, convenient and safe flow of traffic and that placing of said stop sign is not an unreasonable limitation of speed upon said highway nor is this discriminatory in any manner. Therefore, as explained by the Mayor and myself by phone conversation of this date, the City, in the exercise of their legislative powers, refuses to comply with your request in the removal of said stop signs.

} See Oswego Eng. Res file

Respectfully yours,

Copy of this letter [illegible]
3-12-62 [illegible]

G. D. Gleason
Admin. Assistant to the Council

GDG:hb
cc: Comm. Derrell Jones
Comm. S. C. Ely
H. S. Cox, State Hwy. Dept. ✓

RECEIVED
MAR 12 1962
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

NOTED
H. S. COX

March 9, 1962

Mr. G. D. Gleason
City Administrator
City Hall
Lake Oswego, Oregon

NOTED
R. H. PRANGE

NOTED
V. R. JONES

Dear Mr. Gleason:

Enclosed are copies of the resolution and correspondence from the City of Lake Oswego as was discussed via telephone conversation with you this date.

Hoping this will help clarify the matter. Please contact us if we can be of further assistance.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

H. S. Cox
by DonH.
H. S. Cox
County and City Relations Engineer

DNH:eb
Encl.

NOTED
DON HARWELL

Form cc-13 (1954 Rev.)

ORGGON PROJECT S-325(1)
FAS 680

RESOLUTION

WHEREAS, Federal Aid Secondary Highway No. 680 of the State of Oregon, known as the Country Club Road and "A" Avenue, is routed through the City of Oswego, Clackamas County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues of said city; to wit:

Country Club Road from the westerly city boundary to "A" Avenue
and "A" Avenue from the Country Club Road to 4th Street.

AND, WHEREAS, the State Highway Commission of the State of oregon is desirous of receiving Federal Aid for the improvement of said highway,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said highway until and unless the said City of Oswego will guarantee by resolution officially adopted by the City Council of said City that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said City which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the ~~Common~~ Council of the City of Oswego, Clackamas County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by Federal Aid Secondary Highway No. 680 of the State of Oregon, known as the Country Club Road and "A" Avenue, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the ~~Common~~ Council of the City of Oswego, Clackamas County, Oregon, this 3rd day of July, 1956.

Attest:

Mary E. Beerman
City Recorder

Mayor

RECEIVED
FEB 20 1962
ENGINEER
COUNTY & CITY RELATIONS

February 16, 1962

NOTED
H.S.C.

Mr. Lee Stidd, Mayor
City of Lake Oswego
City Hall
Lake Oswego, Oregon

Re: M. R. #31
Traffic Discrimination
F.A.S. 680, Clackamas County

Dear Mr. Stidd:

We are enclosing herewith copies of reports from the Oregon State Highway Department regarding the four-way stop signs at Country Club Road at 10th and Iron Mountain Boulevard which are self-explanatory.

It has been recommended that the two four-way stops be eliminated as they state your action in placing same is in conflict with the wording of agreements covering FAS Projects S-325 (1) dated June 29, 1956, and S-325 (3) dated May 20, 1959. Therefore, we ask that you take action to remove the four-way stopsigns as requested by the State Highway Department to insure the free flow of traffic on FAS 680.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Chairman

Commissioner

Commissioner

Copies to Crandall
+ B.P.R. 2-21-62
V.J

CSL/dab
Enc. (3)
cc: Forrest Cooper
Att: H. S. Cox
State Highway Department

[redacted]

February 13, 1962

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon

Traffic Discrimination
FAS 680, Clackamas County

Gentlemen:

In my letter of January 16, 1962, you were informed that we had been notified by the Bureau of Public Roads that a discrimination existed against traffic following FAS 680 as four-way stop signs had been installed at two intersections. This is in conflict with the wording of agreements covering FAS Projects S-325(1) dated June 29, 1956, and S-325(3) dated May 20, 1959. I also stated that the Traffic Division of the State Highway Department would be requested to conduct a study of the traffic patterns at the two intersections. This has been done and a copy of their report and a letter from Mr. F. B. Crandall, Traffic Engineer, containing his recommendation are enclosed.

The report from the Traffic Division was referred to the Bureau of Public Roads and a copy of their memo to Mr. Cooper, State Highway Engineer, is enclosed.

In view of the foregoing reports and recommendations regarding the two instances of traffic discrimination, this office urges that steps be taken by Clackamas County to insure free flow of traffic on FAS 680.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H S Cox
H. S. Cox
County and City Relations Engineer

HSC:mm

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

February 6, 1962

By:

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

M. E. Martin
Acting Division Engineer

Oregon Projects S-325(1) and S-325(3)
Oswego Section and Boones Ferry Road-Oswego Section

Reference is made to the recently completed study to determine whether or not 4-way stops, as now in effect at the intersections of the Country Club Road at 10th Street and Iron Mountain Boulevard, were justified.

The results of the study clearly indicate that no warrant exists for 4-way stops at these intersections at this time. We recommend that the stop signs on the 4-lane facility be removed. Please so advise the Clackamas County Board of Commissioners.

Copy to Crandall 2-8-62
Copy to County Was sent
Copy to City Not sent

V. J.

RECEIVED
FEB 8 1962
ENGINEER
COUNTY & CITY RELATIONS

February 5, 1962

Mr. W. H. Schwiesow
Bureau of Public Roads
477 Cottage N. E.
Salem, Oregon

Re: Traffic Discrimination
FAS 680, Clackamas County

Dear Sir:

Attached is a copy of a report prepared by the State Highway Traffic Division covering traffic movements at two intersections on FAS 680 on which Four Way Stop signs have been placed. Mr. F. B. Crandall's letter contains his recommendation regarding this situation.

Please provide us with your recommendation concerning this matter so that we may advise the Clackamas County Board of Commissioners.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

Verne R. Jones
Verne R. Jones
Planning Engineer

VRJ:ob
cc: F. B. Crandall

FORM E-30 50M 6-61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon

February 2, 1962

NOTED
V. R. JONES

SUBJECT: Traffic Counts
Country Club Road at 10th St. and
Iron Mountain Blvd. - Lake Oswego

To:
H. S. Cox
County & City Relations Engineer
OFFICE

Pursuant to your request, we have made traffic counts at the intersections of the Country Club Road with 10th Street and Iron Mountain Blvd. in the city of Lake Oswego. It is understood that you requested these counts along with our thinking in regard to the existng four-way stops at these intersections. These counts were delayed by the snow and inclement weather in this area, which if we had counted earlier, would have resulted in erroneous data.

At the 10th Street intersection, 74% of the 7,219 vehicles entering the intersection during the 24-hour period entered from Country Club Road. At Iron Mountain Blvd., 89% of the 4,928 vehicles which entered the intersection entered from Country Club Road. It is normally not considered good practice to establish a four-way stop unless the traffic pattern on the two intersecting streets are quite nearly balanced. In the instance of the two intersections in question, the volumes do not even approach a balance and on this basis, there is no justification for the four-way stop. It would be the recommendation of this office that the four-way stops be removed.

F B Crandall
F. B. Crandall
Traffic Engineer

VPJ:pk
Attachment

Copy to B.P.R
2-5-62

RECEIVED
FEB 5 1962
ENGINEER
COUNTY & CITY RELATIONS

OREGON STATE HIGHWAY DEPARTMENT

Traffic Engineering Division

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE January 16, 17, 1962

DAY OF WEEK Wednesday & Thursday

ACTUAL COUNT (VEH.) 8 HRS.

HOURS COUNTED 6 a.m. to 10 p.m.

PEDESTRIAN COUNT 8 HRS.

HOURS COUNTED 6 a.m. to 10 p.m.

WEATHER Fog

CITY OF Oswego

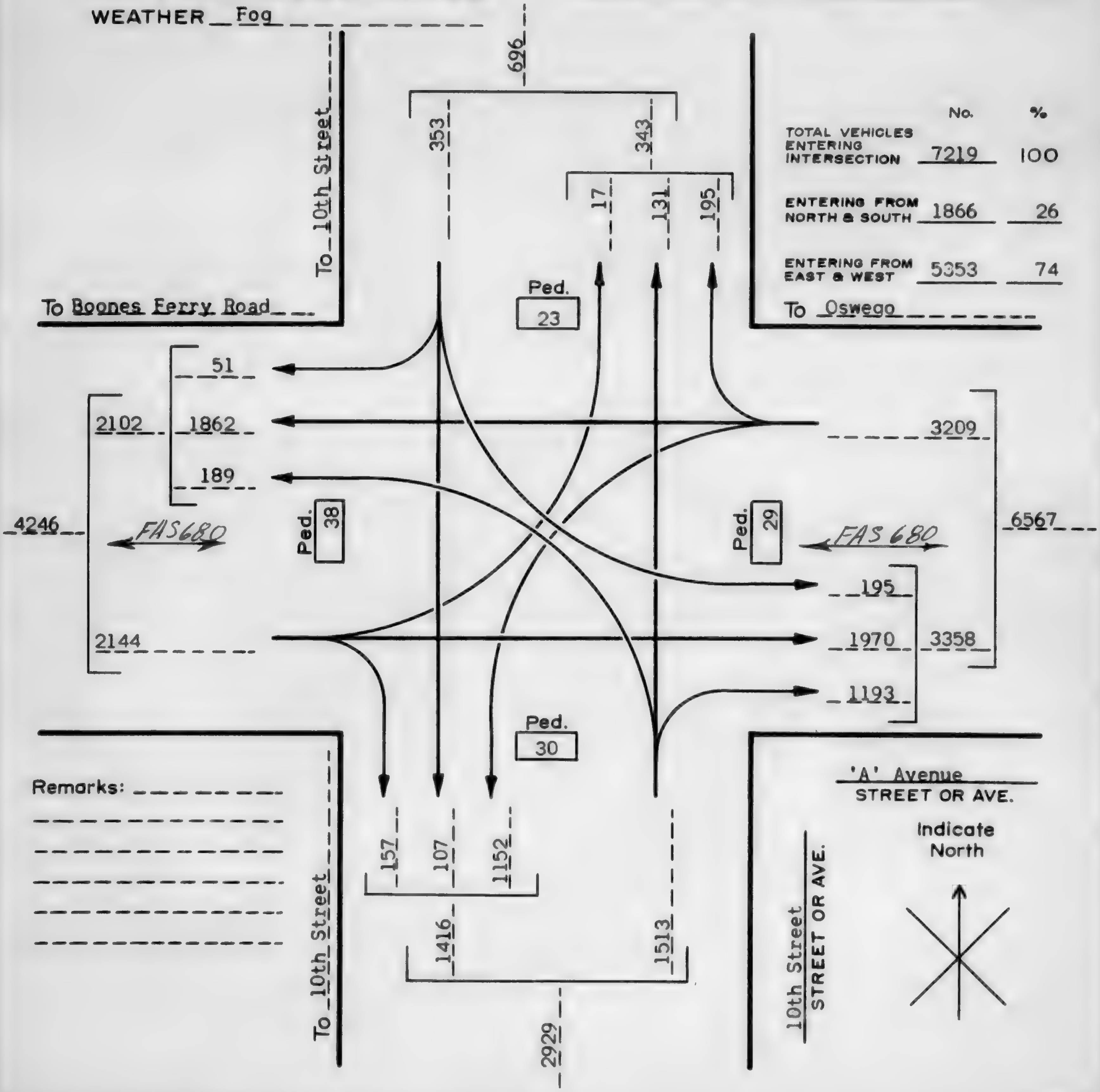
INTERSECTION OF 'A' Avenue, Country Club Rd.

AND 10th Street

STATION NO.

CODE NO.

CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	7219	100
ENTERING FROM NORTH & SOUTH	1866	26
ENTERING FROM EAST & WEST	5353	74

Remarks:

Form 493A

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DEPARTMENT
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE January 19 & 22, 1962

DAY OF WEEK Friday & Monday

ACTUAL COUNT (VEH.) 16 HRS.

HOURS COUNTED 6 a.m. to 10 p.m.

PEDESTRIAN COUNT 16 HRS.

HOURS COUNTED 6 a.m. to 10 p.m.

WEATHER Cold

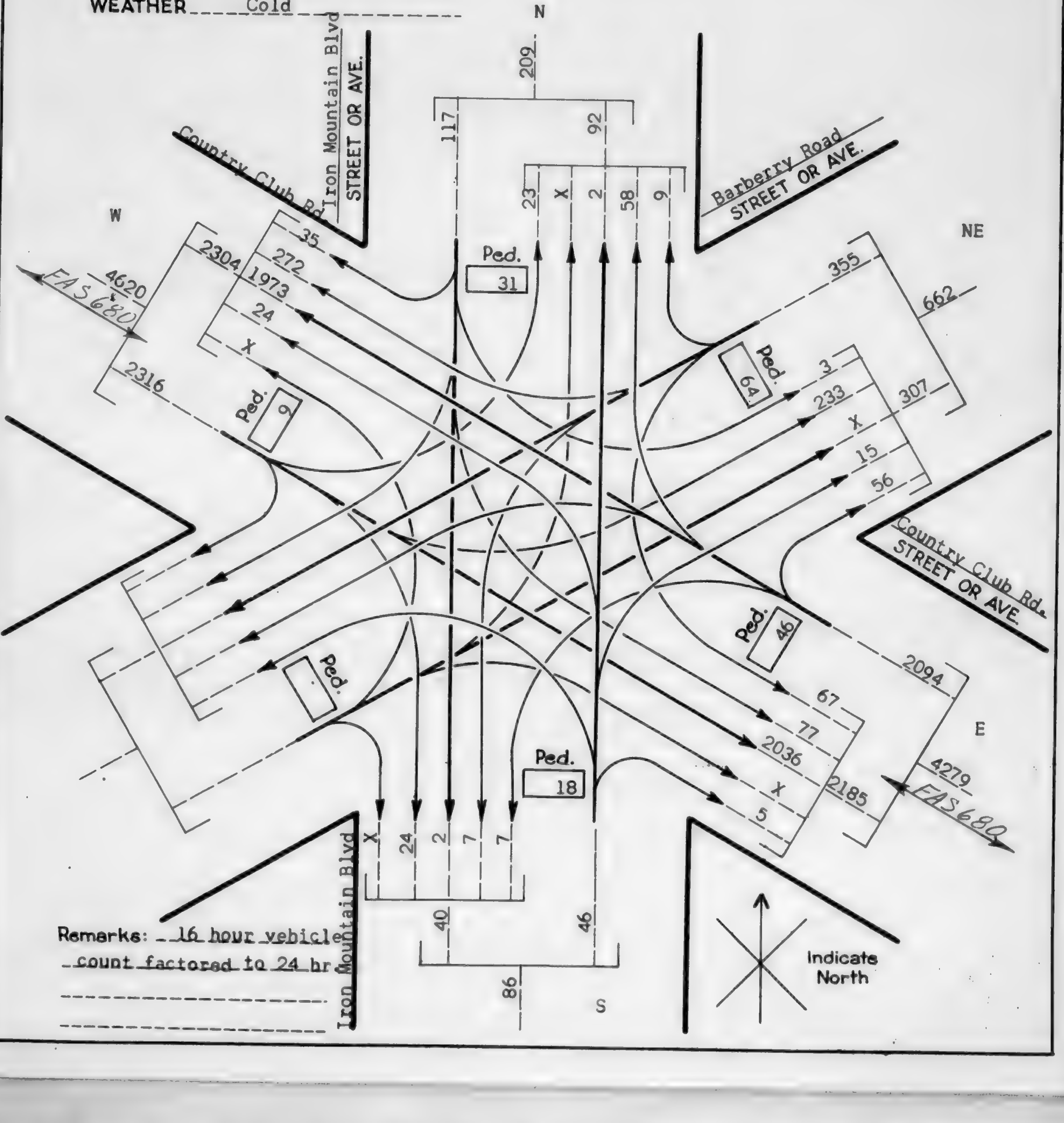
CITY OF Oswego

INTERSECTION OF Iron Mt. Blvd. & Country Club Rd.

STATION NO.

CODE NO.

CLASSIFICATION All Vehicles



Remarks: 16 hour vehicle count factored to 24 hr

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 16, 1962

Clackamas County Board of Commissioners
Courthouse
Oregon City, Oregon

Attention: Mr. C. E. Latourette, Chairman

Gentlemen:

We were notified verbally by the Bureau of Public Roads that an unsatisfactory maintenance condition exists on the Oatfield Road, FAS 119, on the section improved under Federal Aid Secondary Project S-140(2). An inspection revealed that the pavement had been opened along centerline for approximately one mile to permit installation of a sewer system and had not been repaired following the placing of the sewer line. There is also some damage to the surfacing still in place probably from construction work on the sewer. A County maintenance crew was observed engaged in repairing some of the spot damage. We have no doubt that there are plans to replace the paving as soon as practical but we would like to have a letter so stating in order that the information can be transmitted to the Bureau of Public Roads.

File →

The Bureau inspection also revealed a discrimination against the traffic following FAS 680 in Oswego as stop signs had been placed on FAS 680 at two intersections by, we believe, the City of Oswego. The Bureau interpreted this to be contrary to the wording of the encroachment resolutions signed by the City and the County which state "...nor impose any regulation of traffic upon said highway which shall unduly discriminate against the traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues." The State Highway Department Traffic Division has been requested to conduct a study at these intersections to determine the traffic patterns at these locations and the Bureau of Public Roads has been notified regarding this request.

Very truly yours,

H. S. Cox
County and City Relations Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

MEMO

January 9, 1962

I requested from Val Johnson on 1/8/62 a study on the Oswego Section of FAS 680 to determine the traffic patterns at the two intersections on which 4-way stop signs have been placed by the city. He estimates that the data will be available in about two weeks. D. R. Lovejoy of the B.P.R. was notified by phone.

Verne R. Jones
County & City Relations Planning Engineer

VRJ:mm

Clack Co

[redacted]

NOTED
Harold C. Ayers

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED

NOTED
JOHN D. GRAHAM

FORM E 30X—50M—6 61—36892

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 10, Oregon
November 28, 1961

SUBJECT: Parallel vs. Angle Parking
And Four-Way Stops
"A" Street
Oswego

To:

MEMO TO FILE

NOTED
R. H. PRANGE

RECEIVED
NOV 29 1961
ENGINEER
COUNTY & CITY RELATIONS

'A' Street
Oswego

I wish to advise that certain action has taken place with respect to this street in recent weeks as follows:

1. On November 13, 1961, Gordon Brooks, Bureau of Public Roads, called and advised that a State-County Agreement dated 1959 on FAS 235 (3) project was not being followed to the effect that four-way stops at Country Club Way and another intersection a little further to the northwest were four-way stops not giving right of way to the Federal Aid Secondary Highway. He cited Federal Aid Highway Act Title 23, Section 116, Paragraphs b and c for authority for this being improper.

   = Fas [illegible] Clack Co

   Reference is made to a letter of February 14, 1961, from Mr. Crandall, Secretary of the State Speed Control Board, to the City of Oswego complaining about the four-way stop. I understand that Darrel Jones, County Commissioner, is also concerned with these stops and is working with the City but there is one element in the City that is reluctant to make a change.

2. I called County-City Relations and in talking with either Johnny Graham or Si Cox, determined that there is some question as to what we could do inasmuch as our agreement was with the County and the road is under the jurisdiction of the City but there were some negotiations going forward to remove the four-way stop.

3. The writer called Bob Nordlander or Nordlander, Kelley and Luck, Consulting Engineers, Portland, on Friday, November 24, and determined that their company had prepared a report on the parallel vs. angle parking, had recommended parallel parking. It was his opinion that the City would follow through on this.

4. The writer advised Gordon Brooks of this on Monday, November 27, stating that we were taking the necessary steps to correct these situations, and that we would continue to watch it.

He stated that the Bureau would also watch and see what action had happened. If he didn't feel that it was in conformance with the agreement, he would report back to us. I do not feel any additional action is necessary at this time.

Generally discussions with County-City Relations are that we will probably have to have three-way agreements in the future between not only the State and the County, but the local government (city) so that parking restrictions, stop streets, etc. will be covered and there will be somebody to back the thing up.

J Al Head
J. Al. Head
Asst. Traffic Engineer

JAH:tm
cc: Si Cox ✓

OREGON STATE HIGHWAY DEPART[illegible]T

INVOICE

NOTED
Harold C. Ayers

[illegible]OTED
H.S. COX

NOTED
V. R. JONES

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-29-62	CC 732		503-1075-297

Contract 5492
S-325 (3)

Clackamas County Court
Oregon City, Oregon

Attn: County Court

NOTED
DON HARWELL

INVOICE NUMBER

RECEIVED
73109
JAN 29 1962
ENGINEER
COUNTY & CITY RELATIONS

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Boones Ferry Road - Oswego Section of FAS 680, Covered by Agreement dated May 20, 1959.			
Original Advance Deposit		$85,800.00	
less amount previously transferred		70,800.00	
			$15,000.00
County share cost as per attached statement		$92,203.13	
Less amount previously transferred		70,800.00	
			21,403.13
Balance due			$ 6,403.13

NOTED
V. R. JONES

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request $________________
By________________________________

A 150 (REVISED 7-60)

NOTED
Harold C. Ayers

NOTED
V. R. JONES

January 29, 1962

NOTED
H. S. COX

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
DON HARWELL

Gentlemen:

Final costs are now available for the Boones Ferry Road - Oswego Section of FAS 680, covered by agreement dated May 20, 1959, as shown in the attached cost statement.

In accordance with this agreement a balance of $6,403.13, in connection with this project, is due the state.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Verne R. Jones
Verne R. Jones
County & City Relations Field Engineer

VRJ:eb
Encl.

NOTED
JOHN D. GRAHAM

RECEIVED
SEP 18 1961
FOR FILING

5492

September 14, 1961

United Pacific Insurance Co.
728 St. Helens Avenue
Tacoma 1, Washington

Attention: Mr. Henry F. Reints
Claim Department

Dear Mr. Reints:

This is to acknowledge receipt of your letter of September 11 concerning the release of monies which we are holding in connection with State Highway Contract No. 5492. This matter has been discussed with our Legal Counsel.

In view of the fact that you have no objection to the remaining payments being made to Mr. Norman Kobin, Attorney, we will request our Auditor to release the payments as per the letter of direction, dated December 15, 1959.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:mg
cc: Mansfield & Co.
M. J. Brassfield Co., George Blaisdell Co., Shirley G. Stone.
Mr. Norman Kobin
Mr. C. H. Maison

NOTED ON CARD
dc

Home Office • 728 St. Helens Avenue • Box 1216 • Tacoma 1, Washington

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

September 11, 1961

State of Oregon
State Highway Department
Salem, Oregon

Mr. Floyd Query, Secretary

Gentlemen:

BB 60-35234 - M. J. BRASSFIELD CO.
George Blaisdell and Shirley Stone -
State of Oregon Highway Department
(Grading and Paving, Oswego Section,
Boones Ferry Road, Clackamas County
Contract #5492)

This will serve to supplement previous correspondence had concerning the above captioned contract, particularly as to moneys held by the State and earned by the joint venture. As per previous advices, we have taken this matter up with Attorney Norman Kobin, and we are now agreeable that the moneys which you are holding as above, be released.

We have filed a copy of our assignment with your office under date of August 4, 1961 and would like to have the moneys sent to our office. However, if under the circumstances, you feel that this is impossible, we have no objection to your sending these moneys to Attorney Norman Kobin as per the Letter of Direction dated December 15, 1959.

Frank McKinney says "ok" to mail payments to Norman Kobin
C.H.

If the moneys are sent to Mr. Kobin's attention, we would appreciate your advising us that such is being done so that our file will be complete.

Thanking you for your cooperation,

Very truly yours,

UNITED PACIFIC INSURANCE CO.

H. Reints

Henry F. Reints
Claim Department

HFR:ph

RECEIVED
SEP 12 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 18 1961
FOR FILING

[illegible]

5492

D. Cook

August 17, 1961

United Pacific Insurance Company
728 St. Helens Avenue
Tacoma 1, Washington

Attention: Henry F. Reints
Claims Department

Dear Mr. Reints:

This is in reply to your letter of August 16 concerning the status of payments on Contract No. 5492 awarded to M. J. Brassfield Co., George Blaisdell and Shirley Stone.

Payments on this contract are being held by our Auditor as stated in our letter of August 8. They have advised us that there are two payments involved in the amount of $1,218.45 and the other in the amount of $12,838.89.

We will continue to hold these payments until you advise us as to the outcome of your contact with Mr. Kobin.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FAQ:mg

NOTED ON CARD
dc

Home Office • 728 St. Helens Avenue • Box 1216 • Tacoma 1, Washington

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

August 16, 1961

State of Oregon
State Highway Department
Salem, Oregon

Mr. Floyd Query, Secretary

Gentlemen:

BB 60-35234 M. J. Brassfield Company, George Blaisdell and Shirley Stone - State of Oregon Highway Department (Grading & Paving, Oswego Section, Boones Ferry Road, Clackmas County, Contract No. 5492

We now have a letter of August 7, 1961, in which you state that a payment to M. J. Brassfield, George E. Blaisdell & Son Construction Company and Shirley G. Stone Company on contract No. 5492, as per the above project, will be paid as soon as the warrant is prepared. This letter would, however, seem to be contrary to the letter of August 8, 1961, received from your department to the effect that payment will be withheld until further word from our office. We might point out at this time that we have been in contact with Attorney Norm Kobin, who is the party to receive payment from your office on this contract, in accordance with a letter of direction signed by the three members of the joint venture under date of December 15, 1959. We are attempting to obtain some further clarification from Mr. Kobin as to the application of such payments and have requested his reply. As soon as we have anything further from him, we will be in immediate contact with you, but in the mean time until we have this addition clarification, we request that the payment referred to in the letter of August 7, as set forth above be withheld pending a further check with our office before release.

Thank you for your cooperation.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Henry F. Reints
Claims Department

RECEIVED
AUG 17 1961
OREGON
STATE HIGHWAY COMMISSION

HFR:lc

RECEIVED
AUG 9 1961
FOR FILING

5492

Held in acctg files as of 8-17

#18 Post final 1,218.45
#19 " 12,838.89

August 8, 1961

United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, Washington

Attention: Mr. Henry Reints
Claims Department

Dear Mr. Reints:

This will confirm Mr. Cecil Mead's telephone conversation of this morning concerning the post, post-final payment in the amount of $12,838.89 on State Highway Contract No. 5492. This is the M. J. Brassfield Co. and George E. Blaisdell & Son Construction Co. and Shirley G. Stone Co. contract for grading and paving the Boones Ferry Road-Oswego Section in Clackamas County.

As requested, we are attaching a photocopy of the letter dated December 15, 1959, which was signed by G. W. Brassfield, George Blaisdell and Shirley G. Stone requesting that future drafts or estimate checks payable under this contract be sent to the office of Mr. Norman Kobin, Attorney, Portland Trust Building, Portland 4, Oregon. Mr. A. G. Mansfield, Attorney-in-fact, consented to this request.

In order to protectyour interests, and in view of the letter of December 15, 1959, we are asking our Auditor to hold this payment until further word is received from your office.

We will await your reply concerning this post-final payment.

Very truly yours,

NOTED ON CARD

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:mg
cc: Mansfield & Company
M. J. Brassfield Co. & George Blaisdell & Son Constr. Co. & Shirley G. Stone Co.
Mr. C. H. Maison
Mr. George Rohde

August 7, 1961

United Pacific Insurance Company
728 St. Helens Avenue
Tacoma 1, Washington

Attention: Mr. Henry F. Reints
Claims Department

Re: Contract No. 5492, M. J.
Brassfield Co. & George Blaisdell
& Son Constr. Co. & Shirley G. Stone
Co., grading-paving, Boones Ferry Road-
Oswego Section, Boones Ferry Road-Oswego
Road, Clackamas County

Dear Mr. Reints:

This is to acknowledge receipt of your letter of August 4, 1961, requesting that any moneys due or to become due in connection with the above referred contract be turned over to you as assignee.

We assume this request rescinds the request of December 15, 1959, of payments payable under this contract be sent to the office of Mr. Norman Kobin, Attorney, Portland Trust Building, Portland 4, Oregon.

As requested, we are asking our Auditor to send future payments payable under Contract 5492 to your office at 728 St. Helens Avenue, Tacoma 1, Washington.

Very truly yours,

NOTED ON CARD

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:mg

cc: Mansfield & Company
M. J. Brassfield Co. & George Blaisdell & Shirley G. Stone
C. H. Maison

Home Office • 728 St. Helens Avenue • Box 1216 • Tacoma 1, Washington

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

August 4, 1961

State of Oregon
State Highway Department
Salem, Oregon

Mr. Floyd Query, Secretary

Gentlemen:

BB60-35234 - M. J. Brassfield Company &
George Blaisdell & Shirley Stone -
State of Oregon, Highway Department
(Grading & Paving, Oswego Section,
Boones Ferry Road, Clackamas County,
Contract No. 5492)

$12,838.89

Thank you for your letter of August 1, 1961 in reference to the post post-final payment. We have a claim against two members of the joint venture under the captioned project, namely George E. Blaisdell & Son Construction Company and Shirley G. Stone Company and we are enclosing herewith for filing with your office, a copy of an application for contract for a bid bond executed by the joint venturers in which, among other things, they assign to us certain accounts receivable.

For further on this, we refer you particularly to paragraph six of the attached application. We are filing this with you, therefore, with the request that any moneys due or to become due to George E. Blaisdell & Son Construction Company or Shirley G. Stone Company, be turned over to us, as assignee. ✓

Further, we have now been advised of a claim alleged to derive from the above captioned job and, while we do not know at the present time whether or not this is a proper item under this job, we request that before any moneys are released from this job, that we be given notice of such intention within a reasonable time prior to such release so that we may further check the status at that time. ✓

Thanking you for your cooperation.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

H. Reints
Henry F. Reints
Claims Department

RECEIVED
AUG - 7 1961
OREGON
STATE HIGHWAY COMMISSION

HFR:jc
Enc.

Agent MANSFIELD & CO. Bond No. 44947

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA, WASHINGTON
FIDELITY AND SURETY DEPARTMENT

APPLICATION FOR CONTRACT OR BID BOND

NOTE—Copy of Contract, Specifications, Plans, Bond Form required (In case Bid Bond, Advertisement and Instructions to bidders), and Applicant's Financial Statement (Form -B1301) must accompany this Application and all questions be fully answered.

1. Full name of Applicant M. J. BRASSFIELD CO., GEO. E. BLAISDELL & SON CONST. CO. AND SHIRLEY G. STONE CO., a joint venture (If corporation give corporate title)
2. Business address (Street, City and State) 974 Imperial Drive, Salem, Oregon
3. Have you applied to any other company for this Bond? State name of company and if declined, why?
4. Kinds and amounts of bonds required: **Proposal Bond, $**; **Contract Bond, $** 377,516.00
Labor and Material Bond, $; Maintenance Bond, $
5. To whom is bond to be given? State of Oregon, Highway Department (Give full name and address. If to a corporation, give exact title)
Address Salem, Oregon
6. If proposal (or bid) bond, approximate amount of bid $ Date of bid opening
7. **The Amount of Contract is: $** 377,516.00 (If contract price is per unit of measure, give also probable total of contract) Date awarded 6-2-59
8. Nature of Contract (Give concise description of proposed work and locality) Contract: grading and paving Boones Ferry Road-Oswego Section Boones Ferry Road-Oswego Road, Clackamas County - Contract 5492
9. Name and address of Architect or Engineer in charge
What is his estimate of cost of work? $ Your estimate? $
10. **Other Bidders** on above contract including highest and lowest:

	NAME	ADDRESS	BID
1			
2			
3			
4			
5			

TERMS OF CONTRACT

11. Date work is to be commenced when ordered Date work is to be completed 85 workdays-Beginning 6-12-59
12. Penalty for non-completion on time Premium for advance completion
13. Is there a strike clause in the contract? An arbitration provision?
14. Payments, when to be made on contract? Retainage Until Completion %
15. Are payments to be made wholly in cash? If not, in what?
If payments are in stocks, bonds, warrants or other securities, advise fully what arrangements made for disposing of same
16. How long must work be guaranteed after completion?
17. Will any part of work be Sublet? If so, describe below.

Character of Work Name of Subcontractor Surety

APPLICATION FOR CONTRACT OR BID BOND

NOTE—Copy of Contract, Specifications, Plans Bond Form required (In case Bid Bond, Advertisement and Instructions to bidders), and Applicant's Financial Statement (Form -81301) must accompany this Application and all questions be fully answered.

1. Full name of Applicant M. J. BRASSFIELD CO., GEO. E. BLAISDELL & SON CONST. CO. AND SHIRLEY G. STONE CO., (a joint venture) (Exact corporate title)
2. Business address (Street, City and State) 974 Imperial Drive, Salem, Oregon
3. Have you applied to any other company for this Bond? State name of company and if declined, why?
4. Kinds and amounts of bonds required: Proposal Bond, $; Contract Bond, $ 377,516.00 Labor and Material Bond, $; Maintenance Bond, $
5. To whom is bond to be given? State of Oregon, Highway Department (Give full name and address. If to a corporation, give exact title) Address Salem, Oregon
6. If proposal (or bid) bond, approximate amount of bid $ Date of bid opening
7. The Amount of Contract is: $ 377,516.00 (If contract price is per unit of measure, give also probable total of contract) Date awarded 6-2-59
8. Nature of Contract (Give concise description of proposed work and locality) Contract: grading and paving Boones Ferry Road-Oswego Section Boones Ferry Road-Oswego Road, Clackamas County - Contract 5492
9. Name and address of Architect or Engineer in charge What is his estimate of cost of work? $ Your estimate? $
10. Other Bidders on above contract including highest and lowest:

	NAME	ADDRESS	BID
1			
2			
3			
4			
5			

TERMS OF CONTRACT

11. Date work is to be commenced When ordered Date work is to be completed 85 workdays-Beginning 6-12-59
12. Penalty for non-completion on time Premium for advance completion
13. Is there a strike clause in the contract? An arbitration provision?
14. Payments, when to be made on contract? Retainage Until Completion %
15. Are payments to be made wholly in cash? If not, in what? If payments are in stocks, bonds, warrants or other securities, advise fully what arrangements made for disposing of same
16. How long must work be guaranteed after completion?
17. Will any part of work be Sublet? If so, describe below.

Amount	Character of Work	Name of Subcontractor	Surety

... you purchased or made binding contracts for the materials needed for this contract, and within your estimates? ....

19. How are deliveries assured to you?..

20. State amount and character of Insurance you will carry on this contract and name of company issuing each policy.

Fire, $..................(Amount); ....(Company); Compensation, $..................(Amount); ....(Company);

Employers' Liability, $..................(Amount); ....(Company); Public Liability, $..................(Amount); ....(Company);

Contingent Liability, $..................(Amount); ....(Company)

21. Give information below about all your **Contract Work Under Way**, or for which you are committed.

CONTRACT PRICE	KIND OF CONSTRUCTION	LOCATION OF WORK	PAYMENTS THUS FAR RECEIVED	EARNED RETAINED PERCENTAGE	EXPECTED COMPLETION DATE	NAME AND ADDRESS ENGINEER OR ARCHITECT
a						
b						
c						
d						
e						

22. Names of surety companies which issued bonds on above (a)..

(b).. (c)..

(d).. (e)..

23. Will any new or additional equipment be purchased?.......................... Estimate cost $.......................... List on separate sheet

24. With what bank have you arranged a loan for the purpose of handling this contract..

....

What is the amount of such loan: $..

What security, if any, has the bank required for the loan?..

When and how must you repay the loan?..

25. Have you assigned or will you assign to other than your surety your payments on this or any other contract or any part thereof?..

AGREEMENT

The undersigned hereby declares that the statements contained in the foregoing application are true, and are made without reservation for the purpose of inducing the United Pacific Insurance Company (hereinafter called the Company) to execute or procure the execution of the bond or bonds herein applied for; and in consideration of the Company executing or procuring the execution of the bond or bonds herein applied for, undersigned hereby covenants and agrees:

FIRST. To pay in advance the initial premiums;

$.................................., for the Performance (or Contract) Bond.

$.................................., for the Payment (or Labor and Material) Bond.

$.................................., for the Proposal (or Bid) Bond.

$.................................., for the Maintenance Bond, for the Term.

SECOND. Premiums are subject to renewal, correction and adjustment to conform to the Company's schedule of rates on file at its Home Office applicable to the contract, and are to be paid until the undersigned shall deliver to the Company, at its Home Office in Tacoma, Washington, competent written evidence satisfactory to the Company of its discharge or release from all liability and responsibility upon such bond or bonds. Should the initial premium be computed on a rate per $1,000.00 of contract price, and should the final contract price as shown by certificate of the obligee, architect or engineer be more or less than the price upon which such premium charge was based, undersigned will pay to the Company an additional premium, or be entitled to receive from the Company a return premium, as the case may be, computed at a like rate upon the difference in contract price as finally determined.

THIRD. If the applicant is awarded the contract the applicant shall not be obligated to secure any bond or bonds required by the contract from the Company, nor shall the Company be obligated to sign or procure such bond or bonds.

FOURTH. To indemnify, and keep indemnified, and hold and save harmless the Company against all loss, costs, damages, expenses and attorneys' fees whatever, and any and all liability therefor sustained or incurred by the Company by reason of executing or procuring the execution of any said bond or bonds, or any other bonds, which may be already or hereafter executed for or at the request of the undersigned, or renewal or continuation thereof; or sustained or incurred by reason of making any investigation on account thereof, prosecuting or defending any action brought in connection therewith, obtaining a release therefrom, recovering or attempting to recover any salvage in connection therewith or enforcing by litigation or otherwise any of the agreements herein contained. Payment of any such amounts to the Company shall be made by the undersigned as soon as the Company shall be liable therefor, whether or not it shall have paid out any portion thereof.

FIFTH. The Company shall have the right at its sole option and discretion, and it is hereby authorized but not required

(Amount) (Company) (Amount) (Company)

Employers' Liability, $..................; ....; Public Liability, $..................; ....;
(Amount) (Company) (Amount) (Company)

Contingent Liability, $..................; ....
(Amount) (Company)

21. Give information below about all your **Contract Work Under Way**, or for which you are committed.

	CONTRACT PRICE	KIND OF CONSTRUCTION	LOCATION OF WORK	PAYMENTS THUS FAR RECEIVED	EARNED RETAINED PERCENTAGE	EXPECTED COMPLETION DATE	NAME AND ADDRESS ENGINEER OR ARCHITECT
a							
b							
c							
d							
e							

22. Names of surety companies which issued bonds on above (a)..................
(b).................. (c)..................
(d).................. (e)..................

23. Will any new or additional equipment be purchased?.................. Estimate cost $..................
List on separate sheet

24. With what bank have you arranged a loan for the purpose of handling this contract..................
....

What is the amount of such loan: $..................

What security, if any, has the bank required for the loan?..................

When and how must you repay the loan?..................

25. Have you assigned or will you assign to other than your surety your payments on this or any other contract or any part thereof?..................

AGREEMENT

The undersigned hereby declares that the statements contained in the foregoing application are true, and are made without reservation for the purpose of inducing the United Pacific Insurance Company (hereinafter called the Company) to execute or procure the execution of the bond or bonds herein applied for; and in consideration of the Company executing or procuring the execution of the bond or bonds herein applied for, undersigned hereby covenants and agrees:

FIRST. To pay in advance the initial premiums;

$.................., for the Performance (or Contract) Bond.

$.................., for the Payment (or Labor and Material) Bond.

$.................., for the Proposal (or Bid) Bond.

$.................., for the Maintenance Bond, for the Term.

SECOND. Premiums are subject to renewal, correction and adjustment to conform to the Company's schedule of rates on file at its Home Office applicable to the contract, and are to be paid until the undersigned shall deliver to the Company, at its Home Office in Tacoma, Washington, competent written evidence satisfactory to the Company of its discharge or release from all liability and responsibility upon such bond or bonds. Should the initial premium be computed on a rate per $1,000.00 of contract price, and should the final contract price as shown by certificate of the obligee, architect or engineer be more or less than the price upon which such premium charge was based, undersigned will pay to the Company an additional premium, or be entitled to receive from the Company a return premium, as the case may be, computed at a like rate upon the difference in contract price as finally determined.

THIRD. If the applicant is awarded the contract the applicant shall not be obligated to secure any bond or bonds required by the contract from the Company, nor shall the Company be obligated to sign or procure such bond or bonds.

FOURTH. To indemnify, and keep indemnified, and hold and save harmless the Company against all loss, costs, damages, expenses and attorneys' fees whatever, and any and all liability therefor, sustained or incurred by the Company by reason of executing or procuring the execution of any said bond or bonds, or any other bonds, which may be already or hereafter executed for or at the request of the undersigned, or renewal or continuation thereof; or sustained or incurred by reason of making any investigation on account thereof, prosecuting or defending any action brought in connection therewith, obtaining a release therefrom, recovering or attempting to recover any salvage in connection therewith or enforcing by litigation or otherwise any of the agreements herein contained. Payment of any such amounts to the Company shall be made by the undersigned as soon as the Company shall be liable therefor, whether or not it shall have paid out any portion thereof.

FIFTH. The Company shall have the right, at its sole option and discretion, and it is hereby authorized but not required:

(a) In the event of any breach, abandonment, or forfeiture of the contract guaranteed by said contract bond or any other bond referred to herein or of any breach of any of said contract bonds or of the terms of this agreement, to take possession of the work under such contract and at the expense of the undersigned to complete or to contract for the completion of the same, or to consent to the re-letting or completion thereof by the Obligee in said contract bond, or to take such other steps as in the discretion of the Company may be advisable or necessary to secure its release or to secure itself from loss thereunder; and all damage, loss or expense of any nature which the Company may incur in that connection shall be borne by the undersigned. Should the Contractor become involved in any agreement or proceeding of liquidation, receivership or bankruptcy, voluntarily or involuntarily, or should the Contractor if an individual, die, be convicted of a felony, become a fugitive from justice or for any reason disappear and cannot be immediately found by the Company by use of usual methods, this agreement shall be deemed breached.

(b) To adjust, settle or compromise any claim, demand, suit or judgment upon said bond or bonds, or any of them, unless the undersigned shall request in writing the Company to litigate such claim or demand, defend such suit, or appeal from such judgment, and shall deposit with the Company, at the time of such request, cash or collateral satisfactory to the Company in kind and amount to be used in paying any judgment or judgments rendered with interest, costs and attorney's fees:

(c) To fill up any blanks left herein, and to correct any errors in the description of said bond or bonds, or any of them, or in said premium or premiums, it being hereby agreed that such insertions or corrections, when so made shall be prima facie correct.

SIXTH. To assign, transfer and convey, and each of the undersigned does by these presents assign, transfer and convey to United Pacific Insurance Company, the Company, as of this date, as collateral security for the full performance of the covenants and agreements herein contained and the payment of any other indebtedness or liability of the undersigned to the Company, whether heretofore or hereafter incurred, the following:

(a) All right, title and interest of the undersigned in and to all machinery, equipment, plant, tools and materials which are, on the date of execution of any such bond or bonds, or may thereafter be, about or upon the site of the work to be performed under the contract referred to in and guaranteed by such bond, or elsewhere for the purpose thereof, including as well materials purchased for or chargeable to said contract which may be in process of construction or in storage elsewhere or in transportation to said site;

(b) All rights of the undersigned in, or growing in any manner out of, said contract or any extensions, modifications, changes or alterations thereof or additions thereto;

(c) All rights, actions, causes of action, claims and demands whatsoever which the undersigned or any of them may have or acquire in any sub-contract in connection with said contract, and against any subcontractor or any person, firm or corporation furnishing or agreeing to furnish or supply labor, materials, supplies, machinery, tools or other equipment in connection with or on account of said contract, and against any surety or sureties of any such materialmen, subcontractor, laborer or other person, firm or corporation.

(d) All right, title and interest of the undersigned in and to any and all percentages retained by the Obligee under said contract, and any and all estimates, payments, extras, final payments and other sums that, at the time of abandonment, forfeiture or breach of said contract or such bond or of the terms of this agreement, may be due or may thereafter become due under said contract to or on behalf of the undersigned.

SEVENTH. The Company shall have the exclusive right for itself and for the undersigned to decide and determine whether any claim, demand, suit or judgment upon said bond or bonds shall, on the basis of liability, expediency or otherwise, be paid, settled, defended or appealed, and its determination shall be final, conclusive and binding upon the undersigned (except as provided in Section 5 (b) hereof; and any loss, costs, charges, expense or liability thereby sustained or incurred, in good faith, as well as any and all disbursements on account of costs, expenses and attorneys' fees, deemed necessary or advisable by the Company, shall be borne and paid immediately by the undersigned. In the event of any payment, settlement or compromise, an itemized statement of the payment, loss, costs, damages, expenses or attorneys' fees, sworn to by any officer of the Company, or the voucher or vouchers or other evidence of such payment, settlement or compromise, shall be prima facie evidence of the fact and extent of the liability of the undersigned to the Company in any claim or suit hereunder and in any and all matters arising between the undersigned and the Company.

EIGHTH. Each of the undersigned does hereby irrevocably nominate and appoint the President, or any Vice-President or other executive, of the Company the true and lawful attorney-in-fact of the undersigned, with full right and authority, in the event the Contractor fails or is unable to complete the work called for by the contract guaranteed by any bond or in the event of the breach of any provision of this agreement, to execute on behalf of, and sign the name of each of the undersigned to, any voucher, release, satisfaction, check, bill of sale of all or any property by this agreement assigned to the Company, or any other paper or contract necessary or desired to carry into effect the purposes of this agreement; with full right and authority also, in such event, to dispose of the performance of said contract by subletting the same in the name of the Contractor or otherwise; and each of the undersigned does hereby ratify and confirm all that such attorney-in-fact or the Company may lawfully do in the premises and further authorizes and empowers the Company and such attorney-in-fact and each of them to enter upon and take possession of the tools, plant, equipment, materials and sub-contracts and all other collateral security mentioned in this agreement and enforce, use, employ and dispose thereof for the purposes set forth in this agreement. Each of the undersigned specifically agrees to protect, indemnify and hold harmless the Company and such attorney-in-fact against any and all claims, damages, costs and expenses that may in any way arise or grow out of the exercise of the assignments contained in this agreement and the powers herein granted, specifically waiving any claim which any undersigned has or might hereafter have against the Company or such attorney-in-fact on account of anything done in enforcing the terms of this agreement, assignments and power-of-attorney.

NINTH. The Company is further authorized and empowered to advance or loan to the Contractor any money which the Company may see fit to advance to said Contractor for the purpose of any contract referred to in or guaranteed by said bond or bonds; and all money so loaned or advanced, and all costs, counsel fees and expenses incurred by the Company in relation thereto, unless repaid with legal interest by the Contractor to the Company when due, shall be conclusively presumed to be a loss by the Company for which each and all of the undersigned shall be responsible, notwithstanding said money or any part thereof so loaned or advanced by the Company to the Contractor for the purpose of any such contract should not be so used by the Contractor. The undersigned Indemnitors hereby waive all notice of such advance or loan, or of any default or any other act or acts giving rise to any claim under any said bond or bonds, and waive notice of any and all liability of the Company under any said bond or bonds or any and all liability on the part of the undersigned to the effect and end that each of the undersigned shall be and continue liable to the Company hereunder notwithstanding any notice of any kind to which the undersigned might have been or be entitled and notwithstanding any defenses which the undersigned might have been or be entitled to make.

TENTH. No assent, assignment, change in time or manner of payment or other change or extension in the terms of any such bond or of any contract referred to in such bond or in the general conditions, plans or specifications incorporated in such contract, granted or authorized by the Company or the refusal to so grant or authorize, shall release, discharge or in any manner whatsoever affect the obligations assumed by the undersigned in executing this Agreement of Indemnity. This Agreement shall apply to any and all renewal, continuation or substitution bonds issued by the Company. The Company shall not be required to notify or obtain the approval or consent of the undersigned prior to granting, authorizing or issuing any such assent, assignment, change or extension.

ELEVENTH. In the event the Company is required, or deems it necessary to reserve from its assets an amount to cover any claim or claims, contingent or otherwise, under any said bond by reason of default of the undersigned, abandonment of the contract, liens filed, dispute with the Obligee, or for any other reason whatsoever, the undersigned covenant and agree immediately upon demand to deposit with the Company, in current funds, an amount sufficient to cover such reserve and, if such reserve be increased, such additional amounts as may be necessary to cover the same. Such amounts shall be held by the Company as collateral security, in addition to the indemnity and other collateral afforded by this agreement; and all such collateral may be used by the Company at any time in payment of any claim, loss or expense which each of the undersigned has agreed to pay hereby.

TWELFTH. The covenants and undertakings herein set forth, and all collateral security, if any, at any time deposited with the Company, whether in connection with the bond hereby applied for or otherwise, shall, at the option of the Company, be available in its behalf and for its benefit in connection with the bond hereby applied for and/or in connection with any former or subsequent bonds or undertakings executed for any of the undersigned or for others at any undersigned's request.

THIRTEENTH. The Company shall have every right and remedy which a personal surety without compensation would have, including the right to secure its discharge from the suretyship, and nothing herein contained shall be considered or construed to waive, abridge or diminish any right or remedy which the Company might have if this instrument were not executed. The undersigned will, on request of the Company, procure the discharge of the Company from any bonds, and all liability by reason thereof. Separate suits may be brought hereunder as causes of action may accrue, and the pendency or termination of any such suit shall not bar any subsequent action. The Company shall be notified immediately of any claim or action which may result in a claim against the Company. In the event of legal proceedings against the Company, upon or on account of any said bond, the Company may apply for a court order making any or all of the undersigned parties defendants, and each undersigned hereby consents to the granting of such application and agrees to become such a party defendant and to allow judgment, in the event of judgment against the Company, to be rendered also against such undersigned in like amount and in favor of the Company if the Company so desires.

FOURTEENTH. Each of the undersigned does hereby waive all right to claim any property, including homestead, as exempt from levy, execution, sale or other legal process under the law of any state, province or other government, as against the rights of the Company to proceed against the same for indemnity hereunder. Each of the undersigned authorizes and empowers any attorney in any state of the United States, at the request of the Company, to appear for and confess judgment against such undersigned for any sum or sums due under this agreement, without stay of execution, waiving inquisition and condemnation of any real estate; this authority to continue until the Company's liability under all bonds shall have wholly terminated.

FIFTEENTH. This agreement shall, in all its terms and agreements, be for the benefit of and protect any person or company joining with the Company in executing said bond or bonds, or any of them, or executing at the request of the Company said bond or bonds, or any of them, as well as any company or companies assuming co-suretyship or reinsurance thereupon.

SIXTEENTH. Until the Company shall have been furnished with competent legal evidence of its discharge without loss from any and all bonds, the Company shall have the right at all times to free access to the books, records and accounts of each of the undersigned for the purpose of [illegible] Each of the undersigned hereby authorizes and requests any and all depositories in which funds of any of the undersigned may or sureties of any such materialmen, subcontractor, laborer or other person, firm or corporation.

(d) All right, title and interest of the undersigned in and to any and all percentages retained by the Obligee under said contract, and any and all estimates, payments, extras, final payments and other sums that, at the time of abandonment, forfeiture or breach of said contract or such bond or of the terms of this agreement, may be due or may thereafter become due under said contract to or on behalf of the undersigned.

SEVENTH. The Company shall have the exclusive right for itself and for the undersigned to decide and determine whether any claim, demand, suit or judgment upon said bond or bonds shall, on the basis of liability, expediency or otherwise, be paid, settled, defended or appealed, and its determination shall be final, conclusive and binding upon the undersigned (except as provided in Section 5 (b) hereof; and any loss, costs, charges, expense or liability thereby sustained or incurred, in good faith, as well as any and all disbursements on account of costs, expenses and attorneys' fees, deemed necessary or advisable by the Company, shall be borne and paid immediately by the undersigned. In the event of any payment, settlement or compromise, an itemized statement of the payment, loss, costs, damages, expenses or attorneys' fees, sworn to by any officer of the Company, or the voucher or vouchers or other evidence of such payment, settlement or compromise, shall be prima facie evidence of the fact and extent of the liability of the undersigned to the Company in any claim or suit hereunder and in any and all matters arising between the undersigned and the Company.

EIGHTH. Each of the undersigned does hereby irrevocably nominate and appoint the President, or any Vice-President or other executive, of the Company the true and lawful attorney-in-fact of the undersigned, with full right and authority, in the event the Contractor fails or is unable to complete the work called for by the contract guaranteed by any bond or in the event of the breach of any provision of this agreement, to execute on behalf of, and sign the name of each of the undersigned to, any voucher, release, satisfaction, check, bill of sale of all or any property by this agreement assigned to the Company, or any other paper or contract necessary or desired to carry into effect the purposes of this agreement; with full right and authority also, in such event, to dispose of the performance of said contract by subletting the same in the name of the Contractor or otherwise; and each of the undersigned does hereby ratify and confirm all that such attorney-in-fact or the Company may lawfully do in the premises and further authorizes and empowers the Company and such attorney-in-fact and each of them to enter upon and take possession of the tools, plant, equipment, materials and sub-contracts and all other collateral security mentioned in this agreement and enforce, use, employ and dispose thereof for the purposes set forth in this agreement. Each of the undersigned specifically agrees to protect, indemnify and hold harmless the Company and such attorney-in-fact against any and all claims, damages, costs and expenses that may in any way arise or grow out of the exercise of the assignments contained in this agreement and the powers herein granted, specifically waiving any claim which any undersigned has or might hereafter have against the Company or such attorney-in-fact on account of anything done in enforcing the terms of this agreement, assignments and power-of-attorney.

NINTH. The Company is further authorized and empowered to advance or loan to the Contractor any money which the Company may see fit to advance to said Contractor for the purpose of any contract referred to in or guaranteed by said bond or bonds; and all money so loaned or advanced, and all costs, counsel fees and expenses incurred by the Company in relation thereto, unless repaid with legal interest by the Contractor to the Company when due, shall be conclusively presumed to be a loss by the Company for which each and all of the undersigned shall be responsible, notwithstanding said money or any part thereof so loaned or advanced by the Company to the Contractor for the purpose of any such contract should not be so used by the Contractor. The undersigned Indemnitors hereby waive all notice of such advance or loan, or of any default or any other act or acts giving rise to any claim under any said bond or bonds, and waive notice of any and all liability of the Company under any said bond or bonds or any and all liability on the part of the undersigned to the effect and end that each of the undersigned shall be and continue liable to the Company hereunder notwithstanding any notice of any kind to which the undersigned might have been or be entitled and notwithstanding any defenses which the undersigned might have been or be entitled to make.

TENTH. No assent, assignment, change in time or manner of payment or other change or extension in the terms of any such bond or of any contract referred to in such bond or in the general conditions, plans or specifications incorporated in such contract, granted or authorized by the Company or the refusal to so grant or authorize, shall release, discharge or in any manner whatsoever affect the obligations assumed by the undersigned in executing this Agreement of Indemnity. This Agreement shall apply to any and all renewal, continuation or substitution bonds issued by the Company. The Company shall not be required to notify or obtain the approval or consent of the undersigned prior to granting, authorizing or issuing any such assent, assignment, change or extension.

ELEVENTH. In the event the Company is required, or deems it necessary to reserve from its assets an amount to cover any claim or claims, contingent or otherwise, under any said bond by reason of default of the undersigned, abandonment of the contract, liens filed, dispute with the Obligee, or for any other reason whatsoever, the undersigned covenant and agree immediately upon demand to deposit with the Company, in current funds, an amount sufficient to cover such reserve and, if such reserve be increased, such additional amounts as may be necessary to cover the same. Such amounts shall be held by the Company as collateral security, in addition to the indemnity and other collateral afforded by this agreement; and all such collateral may be used by the Company at any time in payment of any claim, loss or expense which each of the undersigned has agreed to pay hereby.

TWELFTH. The covenants and undertakings herein set forth, and all collateral security, if any, at any time deposited with the Company, whether in connection with the bond hereby applied for or otherwise, shall, at the option of the Company, be available in its behalf and for its benefit in connection with the bond hereby applied for and/or in connection with any former or subsequent bonds or undertakings executed for any of the undersigned or for others at any undersigned's request.

THIRTEENTH. The Company shall have every right and remedy which a personal surety without compensation would have, including the right to secure its discharge from the suretyship, and nothing herein contained shall be considered or construed to waive, abridge or diminish any right or remedy which the Company might have if this instrument were not executed. The undersigned will, on request of the Company, procure the discharge of the Company from any bonds, and all liability by reason thereof. Separate suits may be brought hereunder as causes of action may accrue, and the pendency or termination of any such suit shall not bar any subsequent action. The Company shall be notified immediately of any claim or action which may result in a claim against the Company. In the event of legal proceedings against the Company, upon or on account of any said bond, the Company may apply for a court order making any or all of the undersigned parties defendants, and each undersigned hereby consents to the granting of such application and agrees to become such a party defendant and to allow judgment, in the event of judgment against the Company, to be rendered also against such undersigned in like amount and in favor of the Company if the Company so desires.

FOURTEENTH. Each of the undersigned does hereby waive all right to claim any property, including homestead, as exempt from levy, execution, sale or other legal process under the law of any state, province or other government, as against the rights of the Company to proceed against the same for indemnity hereunder. Each of the undersigned authorizes and empowers any attorney in any state of the United States, at the request of the Company, to appear for and confess judgment against such undersigned for any sum or sums due under this agreement, without stay of execution, waiving inquisition and condemnation of any real estate; this authority to continue until the Company's liability under all bonds shall have wholly terminated.

FIFTEENTH. This agreement shall, in all its terms and agreements, be for the benefit of and protect any person or company joining with the Company in executing said bond or bonds, or any of them, or executing at the request of the Company said bond or bonds, or any of them, as well as any company or companies assuming co-suretyship or reinsurance thereupon.

SIXTEENTH. Until the Company shall have been furnished with competent legal evidence of its discharge without loss from any and all bonds, the Company shall have the right at all times to free access to the books, records and accounts of each of the undersigned for the purpose of examining the same. Each of the undersigned hereby authorizes and requests any and all depositories in which funds of any of the undersigned may be deposited to furnish to the Company the amount of such deposits as of any date requested, and any person, firm or corporation doing business with the undersigned is hereby authorized to furnish any information requested by the Company concerning any transaction. The Company may furnish copies of any and all statements, agreements and financial statements and any information which it now has or may hereafter obtain concerning each of the undersigned, to other persons or companies for the purpose of procuring co-suretyship or reinsurance or of advising interested persons or companies.

SEVENTEENTH. The agreements and covenants herein contained shall be binding upon the undersigned, both jointly and severally, and upon their heirs, personal representatives, successors and assigns of each, jointly and severally. Failure to execute, or defective execution by any party shall not affect the validity of this obligation as to any other party executing the same and each such other party shall remain fully bound and liable hereunder. Invalidity of any portion or provision of this agreement by reason of the laws of any state or for any other reason shall not render other provisions or portions hereof invalid.

Signed, sealed and dated this 12th day of June 195

If Individual Sign Here:

Witness:

(Seal)

(Seal)

(Seal)

If Co-Partnership Sign Here:

Witness:

GEORGE E. BLAISDELL & SON CONST. CO.

/s/ Geo E. Blaisdell, Sr. (Seal)
(Individually and as a co-partner).

/s/ George A. Blaisdell, Jr. (Seal)
(Individually and as a co-partner).

SHIRLEY G. STONE CO. (Seal)
(Individually and as a co-partner).

/s/ Shirley G. Stone

/s/ Reva M. Stone
Individually & as a co-partner

M. J. BRASSFIELD CO. (Seal)

/s/ M. J. Brassfield (Seal)
(Individually and as a co-partner).

/s/ G. W. Brassfield (Seal)
(Individually and as a co-partner).

(Seal)
(Individually and as a co-partner).

If Corporation Sign Here:

(Name of corporation).

Attest: Secretary

By President

AFFIX CORPORATE SEAL

In consideration of the UNITED PACIFIC INSURANCE COMPANY executing or procuring the execution of the bond herein applied for, each of the undersigned jointly and severally joins in the foregoing indemnity agreement as one of the parties referred to therein as the "undersigned" and is bound by the terms and conditions thereof; and each undersigned, individually or if a corporation admits that it is financially interested in the performance of the obligations which the bond applied for is given to secure, and is fully empowered to enter into this obligation.

WITNESS INDEMNITOR

WITNESS INDEMNITOR

WITNESS INDEMNITOR

WITNESS INDEMNITOR

INDIVIDUAL ACKNOWLEDGMENT (To Be Used by Persons Who Sign as an Individual)

STATE OF ______ } ss.
COUNTY OF ______ }

On this ______ day of ______ 19______, before me personally appeared ______ to me known and known to me to be the individual(s) described in and who executed the foregoing agreement and acknowledged that ______he______ executed the same for the purposes, considerations and uses therein set forth as ______h______ free and voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

(SEAL)

Notary Public, residing at ______
(Commission expires ______)

CORPORATE ACKNOWLEDGMENT

STATE OF ______ } ss
COUNTY OF ______ }

On this ______ day of ______ 19______, before me personally appeared ______ to me known to be the ______ and ______ of ______

IMPORTANT: Each Signature Must Be Acknowledged

If Co-Partnership Sign Here:

Witness:

GEORGE E. BLAISDELL & SON CONST. CO.

/s/ Geo E. Blaisdell, Sr. ....(Seal)

(Individually and as a co-partner).

/s/ George A. Blaisdell, Jr. ....(Seal)

(Individually and as a co-partner).

SHIRLEY G. STONE CO. ....(Seal)

(Individually and as a co-partner).

/s/ Shirley G. Stone

/s/ Reva M. Stone
Individually & as a co-partner

M. J. BRASSFIELD CO. ....(Seal)

/s/ M. J. Brassfield ....(Seal)

(Individually and as a co-partner).

/s/ G. W. Brassfield ....(Seal)

(Individually and as a co-partner).

........(Seal)

(Individually and as a co-partner).

If Corporation Sign Here:

....

(Name of corporation).

Attest: .... Secretary

By .... President

AFFIX CORPORATE SEAL

In consideration of the UNITED PACIFIC INSURANCE COMPANY executing or procuring the execution of the bond herein applied for, each of the undersigned jointly and severally joins in the foregoing indemnity agreement as one of the parties referred to therein as the "undersigned" and is bound by the terms and conditions thereof; and each undersigned, individually or if a corporation, admits that it is financially interested in the performance of the obligations which the bond applied for is given to secure, and is fully empowered to enter into this obligation.

WITNESS........ ....INDEMNITOR

WITNESS........ ....INDEMNITOR

WITNESS........ ....INDEMNITOR

WITNESS........ ....INDEMNITOR

INDIVIDUAL ACKNOWLEDGMENT (To Be Used by Persons Who Sign as an Individual)

STATE OF ________ }
COUNTY OF ________ } ss.

On this ________ day of ________ 19____, before me personally appeared ________ to me known and known to me to be the individual(s) described in and who executed the foregoing agreement and acknowledged that ____he____ executed the same for the purposes, considerations and uses therein set forth as ____h____ free and voluntary act and deed.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my OFFICIAL SEAL, the day and year first above written.

(SEAL)

Notary Public, residing at ________

(Commission expires ________)

CORPORATE ACKNOWLEDGMENT

STATE OF ________ }
COUNTY OF ________ } ss

On this ________ day of ________ 19____, before me personally appeared ________ ________ to me known to be the ________ and ________ of ________ the corporation executing the above instrument and acknowledged said instrument to be the [illegible] act and deed of said corporation for the uses and purposes therein mentioned and on oath stated that the seal affixed is the [illegible] corporation and that [illegible] and that ____he____ signed said instrument by order of the Board of Directors of said corporation.

IN WITNESS WHEREOF I have hereunto set my hand and affixed my OFFICIAL SEAL the day and year first above written.

Notary Public residing at ________

Commission expires ________

(SEAL)

[illegible] certified copy of resolution authorizing execution of this instrument by Corporation.

IMPORTANT: Each Signature Must Be Acknowledged

RECEIVED
AUG 8 1961

FOR FILING

[illegible]

5492

August 7, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

You are hereby notified that a post-final payment will be made to M. J. Brassfield Co., & Geo. E. Blaisdell & Son Const. Co., & Shirley G. Stone Co., on contract #5492 for grading-paving the Boones Ferry Road-Oswego Road in Clackamas County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $422,704.73, including the post-final payment of $12,838.89. Of the total, $7,232.84 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: M. J. Brassfield Co., &
Geo. E. Blaisdell & Son Const. Co., &
Shirley G. Stone Co.,
975 Imperial Drive
Salem, Oregon

RECEIVED
AUG 1 1961

FOR FILING

5492

August 1, 1961

United Pacific Insurance Company
P. O. Box 1216
Tacoma 1, Wn.

Attention: Mr. Henry F. Reints
Claims Department

Gentlemen:

This is to acknowledge your letter of July 28 concerning State Highway Contract No. 5492 with M. J. Brassfield Co., Geo. E. Blaisdell & Son Construction Co., and Shirley G. Stone Co. for grading and paving the Boones Ferry Road-Oswego Section of the Boones Ferry Road-Oswego Road in Clackamas County.

A post-final payment in the amount of $1,218.45 has been made on this contract. Our Office Engineering Division has informed us that there is a post post-final payment in the amount of $12,838.89. This voucher is now being processed and will be mailed to the contractors for signature within the next five days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

Home Office • 728 St. Helens Avenue • Box 1216 • Tacoma 1, Washington

United Pacific Insurance Company
United Pacific Life Insurance Company
Cascade Insurance Company

July 28, 1961

State of Oregon
State Highway Department
Salem, Oregon

Gentlemen:

BB 60-35234 M. J. Brassfield Company and George Blaisdell & Shirley Stone - State of Oregon Highway Department (Grading & Paving Oswego Section, Boones Ferry Road, Clackamas County Contract No. 5492)

We are surety for the above contractors in connection with the work captioned above and while we understand that this job has been completed and accepted, we are not certain as to whether all moneys have now been released to the contractors. We would appreciate it if you would advise us as to whether there are any moneys still being held by your office in connection with this project which are due, or may become due, to these contractors and, if so, the amount thereof and when payment might be expected.

Thank you for your cooperation.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Henry F Reints

Henry F. Reints
Claims Department

HFR:lc

Cc,
please reply
TG

(Post Final – $1,218.45
Price Agreement
Post Post. Final,
$12,838.89
Voucher will be mailed to Contrs - for sig - next 5 days
(Info from Doug P.) 8-1-61

RECEIVED
JUL 31 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JUL 19 1961
FOR FILING

5492

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon

TO : Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

DATE: July 17, 1961

FROM : C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

CG Polk

SUBJECT: Project S-325(3), Boones Ferry-Oswego Section, Contract No. 5492

We have reviewed the claim of Brassfield, Blaisdell and Stone submitted with their letter of November 10, 1960. We have also reviewed your letter of July 5, 1961 with attachments in which you suggest a settlement with the contractor firm on Claim No. 3. The proposed settlement is for $12,121.27 or 50% of the contractor's alleged additional costs of $24,242.53.

The proposed settlement appears equitable, and we will approve it when submitted in the usual form. There appears, however, to be a slight discrepancy between the amount of Claim No. 3 shown in the contractor's November 10 letter and the amount shown in your July 5 letter as a basis for negotiating a settlement. The former is $24,112 while the latter is $24,242.53. This discrepancy should be clarified in your letter transmitting the Price Agreement.

On future similar projects it is suggested that all pole lines be moved prior to advertising or at least prior to award of contract.

Edw Porter

RECEIVED
JUL 18 1961
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JUL 5 1961
FOR FILING

5492

July 5, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Boones Ferry Road-Oswego Section
Contract No. 5492
Federal Aid No. S-325(3)

Dear Sir:

For some time, we have had under investigation Price Agreement No. 1 in the total amount of $12,738.89 to settle all claims of the contractor against the State on this project. Parts 1 and 2 of this claim in the total amount of $617.62 have not been questioned by your office. Part 3 in the total amount of $12,121.27 has been questioned to some extent. This part of the claim is based on the contractor's reduced efficiency between the dates of July 22 and August 28, 1959, due to the necessity of working in an area severely encumbered by utility line poles. It takes into account the fact that the contractor was responsible in accordance with his contract to cooperate with the utility owners and to coordinate his activities with them in the most helpful manner possible. This he did between the dates of June 2 and July 22 and, based on the performance of the utility companies subsequent to July 22, could have expected that further interference beyond the date of July 22 would not occur.

The telephone company in this case, Pacific Telephone and Telegraph, did not expedite the moving of its facility. Had it done so, the poles would normally have been relocated prior to the July 22 date. As it eventually turned out, they did not get out of the contractor's way until August 28, 1959. During the period of July 22 to August 28 the contractor's efficiency was reduced to approximately 44 percent. Copies of our computations which document this reduced efficiency rate are enclosed.

We have thoroughly analysed the contractor's records and our own job records and have determined the exact cost to the contractor for the equipment used and involved with the telephone line between the dates of July 22 and August 24. These costs amount to an aggregate sum of $24,242.53. We have negotiated this proposed settlement with the contractor on the basis of 50 percent of this cost, or as itemized above, $12,121.27.

Enclosed also please find copies of letters from our Chief Counsel which state that the contractor has a legal claim in this particular instance and further, that settlement of said claim should be borne in the usual share by the County, the State Highway Department, and the Bureau of Public Roads. I enclose also a copy of the County-State agreement pertinent to this project.

Your approval of the proposed settlement is solicited.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. L. I. Lindas

FBK:jw fn

FORM E-90 50M 7-60 29398

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1961

SUBJECT: Boones-Ferry Road-Oswego Road Section
Contract 5492

To: Tom Edwards
Construction Engineer

Office

Supplementing my letter of January [illegible], 1961, relative to extra work done by the contractor on the above job, I have reviewed the contract entered into between the County and State; copy of which is hereby attached for your perusal.

The General Provisions of this contract specifically provide that the State and County shall each pay 50% of the difference between the cost of the project and the amount contributed toward the project by the Federal Government. In other words, the Federal Government 60%, State 20%, and County 20%. The cost of the project was setup as being $506,000.00. The actual cost of the project was under that figure. The extra work to which I believe the contractor is entitled on this job is $12,838.89 which sum brings the total project cost to $467,094.39.

Since the authorized amount to be expended was $506,000.00 on this job, and the job under ran this amount, I think the payment to the contractor should be contributed to as per the scheduled setup in the General Provisions, namely Federal Government 60%, State 20%, and County 20%.

L. I. Lindas
L. I. LINDAS
Chief Counsel

LIL:ge
Enclosure

REFERRED TO
By Asst. Construction Engineer

CONSTRUCTION DIVISION
RECEIVED
JUN 30 1961
NOTED
CE ACE

FORM E-30 50M 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1961

SUBJECT: BOONES FERRY ROAD-OSWEGO
Contract No. 5492

To: TOM EDWARDS
Construction Engineer
DEPARTMENT

Att: Fred Klaboe

In accordance with your request I am forwarding herewith computations substantiating the statement, made in my report of January 17, 1961, that "from July 22nd to August 28th, 1959 the contractor's efficiency of operation was reduced to 50% or less", due to the presence of utility poles in the construction area.

The data for this report was obtained from the records of the contractor and the resident engineer.

MAURICE N. JUVE
Chief Cost Analyst

Enc.

Schedule When Operation Was Restricted

JULY	LOADS	HRS. WORKED	SCRAPERS
22	150	8	3
23	100	8	3
24			
27	110	8	3
28	172	8	3
29	60	8	3
31	128	8	3
AUG			
3	100	8	3
4	98	8	3
5	104	8	4
6	115	8	4
7	100	8	3
15	60	8	3
22	103	8	3
29	180	8	3
	1,580		45

assume 15 yds/ load

9 Hour Shifts

AUG			
10	116	9	4
11	112	9	4
12	115	9	3
13	124	9	3
14	98	9	3
17	132	9	3
18	146	9½	3
19	101	9	3
20	96	9	3
21	141	9	3
24	107	9	4
25	115	9	4
26	109	9	4
27	100	9	4
28	112	9	3
	1,874		55

1,580 x 15 equals 23,700 Cu.Yd.
1,874 x 15 equals 28,110 " "
Total Production 51,810 Cu.Yd.

45x 8 x 138.7 equals 49,932 Cu.Yd.
55 x 9 x 138.7 " 68,656.5 Cu.Yd.

Possible Production
if Unristicted 118,588.5 Cu.Yd.

$\frac{51,810}{118,588.5}$ equals 43.7% Efficient
when restricted.

$\frac{\text{180 loads}}{\text{3 scrapers}} \times \frac{\text{15 yds per scr}}{\text{8 hours shif}}$

Schedule After Poles Were Removed

DATE	LOADS	HRS. WORKED	SCRAPERS	AV.SCRAPER HR.
AUG 29	180	8	3	112.5
31	150	9	3	83.3
SEPT 1	220	9	3	122.2
2	236	9	3	131.1
3	240	8	3	150.00
8	135	9	2	112.5
9	248	9	3	137.8
10	280	9	3	155.5
11	256	9	3	142.2
12	220	8	2	206.3
14	170	9	2	141.7
15	182	9	2	151.7
16	205	9	2	170.8
17	150	9	2	125.0
14	2,872		36	1,942.6

$\frac{1,942.6}{14}$ equals 138.7 Average
Cubic Yards per hour
per unit when
unrestricted.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
RECEIVED
APR 20 1961
NOTED-☐☐☐☐☐
CE ACE ACE CCE

Salem, Oregon
January 23, 1961

SUBJECT: Boones Ferry Road - Oswego Road Section - Contract #5492

To: Fred Klaboe
Field Construction Engineer

BUILDING

You have forwarded to me a claim for additional monies made by the Contractor on the above job, namely the M. J. Brassfield Co., & George E. Blaisdell & Son Construction Co. and Shirley G. Stone Co.

In accordance with your request, I have reviewed this matter which involves the construction of a section of road in Clackamas County.

There is a paragraph, in connection with the agreement entered into between the State and Clackamas County, providing for the removal by the County of utilities within the right of way. Plans provide the method in which the utilities shall be relocated and the relocation is to be the responsibility of the county.

Further, Section 1.8.9 of our "General Provisions" provides for relief for a contractor in the event of right of way delays.

In viewing this matter, both the provisions of the agreement and the provisions of Section 1.8.9 concerning right of way delays have to be considered in determining whether the contractor has a legal claim in this particular instance, or not.

It would appear from the facts that I have before me, that if there were such delays and the contractor was put to extra expense, then, under those circumstances, the contractor would have a legal claim for his additional work, assuming, of course, that the work of the contractor was performed in a workmanlike manner and the delays were not caused through any fault of his.

L I Lindas
L. I. LINDAS
Chief Counsel

Klaboe

LIL:bp

RECEIVED
JUN 23 1961
FOR FILING
S-325(3)

5492

June 22, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 20, 1960, on Contract No. 5492, Boones Ferry Road-Oswego Section, in Clackamas County, in connection with Federal Aid Project No. S-325(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Jensen

DBP:cr

RECEIVED
MAY 3 1961

FOR FILING
2-325(3)

5492

May 2, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

You are hereby notified that a post-final payment will be made to M. J. Brassfield Co., & Geo. E. Blaisdell & Son Const. Co., & Shirley G. Stone Co., on contract #5492 for grading-paving the Boones Ferry Road-Oswego Road in Clackamas County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $409,865.84, including the post-final payment of $1,218.45. Of the total, $7,232.84 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: M. J. Brassfield Co., &
Geo. E Blaisdell & Son Const. Co., &
Shirley G. Stone Co.,
975 Imperial Drive
Salem, Oregon

RECEIVED
MAR 30 1961

FOR FILING
S-325(3)
5492

Salem, Oregon
March 30, 1961

Boones Ferry Rd.-Oswego Rd. Sec.
Clackamas County, Contract 5492
S-325(3)

Mr. George E. Rohde
Asst. Chief Counsel
OFFICE

Reference is made to a claim by the contractor (M. J. Brassfield Co., and George E. Blaisdell & Son Constr. Co., and Shirley G. Stone Co.), through their attorney, Norman B. Kobin, concerning the amount of "drainage excavation" paid on the above contract. As I understand the matter, Mr. Kobin claims that all excavation required for a channel change on the right or south side of the roadbed between Stations 34+50 to 39+60 and between Stations 41+00 to 42+60 should be classed as "drainage excavation". This claim is based on the theory that Section 2.4.4 of the department's standard specifications defines channel-change excavation as drainage excavation (with certain exceptions); and that because the portion of the special provisions for Contract 5492 having to do with earthwork refers to Division 2, Section 4 of the standard specifications, that the standard specifications by this referral became special provisions. As you know in case of conflict, Section 1.5.3 of the standard specifications provides that special provisions take precedence over both plans and standard specifications and that plans take precedence over standard specifications.

In considering and analyzing this claim, there appears to be three basic points which we must recognize.

1. INTENT. Section 1.5.3 of the standard specifications provides that the contractor will take no advantage of errors, omissions or discrepancies between the plans and specifications, but will be governed by the apparent intent. In this case there is no question relative to intent; the plans are clear in that the excavation in question is part of the general excavation. Mr. Kobin, in our recent conference, admitted this.

2. STANDARD OR SPECIAL PROVISIONS. It is common practice in preparing special provisions to cover each pay item in the contract and to state, in those cases where special modifications or amendments are not required, that the contractor is to perform certain items of work in conformance with the standard specifications. This statement, in my opinion, does not make a special provision out of a standard specification, but simply emphasizes which provision controls.

3. DRAINAGE EXCAVATION. The standard specifications, paragraph 6, Section 2.4.4 classes channel-change excavation as drainage excavation unless the ditch is part of the roadbed section. Sheet 2A of the plans for Contract 5492 indicates that the ditch in question is incorporated in and is part of the roadbed section. An examination of the cross-section notes for this project indicates that the ditch was so constructed.

Considering the above point, it appears that our course is clear and that the claim must be denied.

R. L. Porter
Office Engineer

RECEIVED
MAR 15 1961
FOR FILING

2-325(3)

5492

March 14, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

State Highway contract #5492 for grading-paving the Boones Ferry Road-Oswego Road in Clackamas County was completed by the contractor, M. J. Brassfield Co., and Geo. E. Blaisdell & Son Const. Co., and Shirley G. Stone Co., on October 20, 1960, and was formally accepted by the Highway Commission on November 3, 1960.

Final payment in the amount of $12,008.82 will be released to the contractor on or after March 24, 1961. The total contract amount is $408,647.39, of which amount $7,232.84 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: M. J. Brassfield Co., &
Geo. E. Blaisdell & Son Const. Co., &
Shirley G. Stone Co.,
975 Imperial Drive
Salem, Oregon

RECEIVED
MAR 10 1961
FOR FILING

S-325 (3)

5492

March 9, 1961

Oregon State Highway Commission

Gentlemen:

Boones Ferry Rd.-Oswego Section
Contract No. 5492

On a Clackamas County Federal-aid secondary project in the general vicinity of the Lake Oswego Country Club, it was necessary to materially increase the base rock quantities in order to obtain a stable roadbed. Also, this project contained more than the normal amount of engineering detail which caused an overrun in the construction engineering expense.

These two items have created an overrun above the contract authorization of 7.01 per cent or $29,988.64. My request to increase the contract authorization by this amount will be on the March 10 agenda for your consideration, and it is my recommendation that it have your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

RLP:sw

Copy made
for C. H. Mason

RECEIVED
FEB 9 1961
FORM E-20X 50M 2-60 26119
FOR FILING

2-325-(3)

5492

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1961

SUBJECT: Boones Ferry Road-Oswego Section
Contract No. 5492

To:

Memo to Mr. Edwards

As instructed by you, an analysis of Claim 1 and Claim 3 on this project has been completed. Claim 2 had previously been denied and has not been considered in this analysis.

Claim 1 for additional costs incurred due to errors in the plans concerning manhole construction has been thoroughly checked by our Cost Analysis Department and they recommend that a settlement in the amount of $717.62 be offered the contractor. (A copy of the cost analysis report is enclosed.)

Claim 3 involves the alleged uncooperative attitude on the part of the telephone company concerning the removal of their lines from the construction area. It has also been analyzed by the Cost Department and this Department and payment in the amount of $12,120.27 recommended.

This recommended offer of settlement is based on the contractor being able to perform grading work during a 28 day period, which we consider the length of time it actually took to move the power poles above that of a normal operation, equal to only 50% of average production. The 28 days we believe the telephone company delayed the contractor unreasonably for is arrived at as follows: The contractor had completed his clearing operation on July 6, 1959. This is the time that the telephone company should have begun their move. However, they delayed beginning their work until August 12 and would not finish until August 28, 1959. This 13 day period between August the 12th and August the 28th seems a reasonable time for the work. We have, therefore, added the 13 work days to July 6 to arrive at a date when the telephone company should have finished their move of July 22. Between July 22 and August 28 there are 28 work days.

NOTED
FORREST COOPER

In this 28 work day period the contractor expended $24,242.53 on his grading operation. This value is arrived at by using ownership rental rates rather than AGC rental rates. As we believe that his operation was only 50% efficient during the 28 days, we have divided the $24,242.53 in half to arrive at the amount of the recommended claim settlement.

After studying this offer, please inform me if it is acceptable and if so, whether or not you desire an offer be made to the contractor.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
Field Construction Engineer

FBK:jk

cc: Mr. Forrest Cooper
Mr. A. E. Johnson

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

FORM K-30 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1961

SUBJECT: Claims for Additional Payment
Boones Ferry Road-Oswego Section
Contract No. 5492

To: TOM EDWARDS
Construction Engineer
OFFICE

Att: F. B. Klaboe

Herewith are the findings relative to the claims on the subject project.

Claim No. 1

Since the general specifications do not list a manhole over a 48" pipe as standard, this item should have been a separate bid item as "Special Manhole"; and it is our opinion that the contractor should be paid his cost for this work. A cost breakdown is attached.

The manhole at Station 41 + 75 is approximately nine feet above the minimum height as shown on the standards. The plans show the flow line of the sewer and this could easily have been interpreted as the flow line of the manhole also.

The manhole at Station 57 + 50 Lt. which was not shown on the plans, is five feet above the minimum height of seven feet as shown on the standards. See attached sheets for extra cost breakdowns for these manholes.

Claim No. 3

This claim deals with the length of time required by the telephone company to move their lines.

On March 17, 1959 the preliminary plans and profiles were sent to the Company.

Construction plans and profiles were sent on May 12, 1959.

The notification to the telephone Company to move their lines was an obligation of the County but on May 5, 1959, Mr. Turk, the resident engineer, discussed with a telephone company representative the method of procedure for moving said lines. Also, upon receiving the contract, Mr. Stone notified said company, by letter, that they intended to start grading by June 5, 1959 and that their lines were in the roadway section and would require moving to facilitate completion of the work.

The contractor began clearing operations during the early part of June and completed this work on July 3, 1959 with the exception of some clean-up and burning.

The Pacific Telephone Company started moving their lines on August 12 and completed same on August 28, 1959.

It would have been possible for the telephone company to have started this line shift on July 6th, which would have completed the work on July 22, 1959.

From July 22 to August 28th there were 28 working days during which the contractors efficiency of operation was reduced to 50% or less.

The contractors cost of operation for this period is itemized below. The hours shown were taken from the contractors payrolls and the rental rates are ownership cost on equipment.

Tractors	656	Hours	at	$ 8.12	$ 5,326.72
Scrapers	623	"	"	14.31	8,915.13
Graders	258	"	"	5.46	1,408.68
Labor (Operators)	656	"	"	3.60	2,361.60
" "	623	"	"	3.70	2,305.10
" "	258	"	"	3.70	954.60
Health & Welfare	1,537	"	"	.10	153.70
Gas, Oil & Grease					2,817.00
		Total Cost			$ 24,242.53
At 50% efficiency the lost time cost the contractor					$ 12,121.27.

Chronicle List of Events

3-17-59 Telephone Company supplied Preliminary Plans.
5-12-59 Telephone Company supplied Construction Plans.
6-1-59 Telephone Company informed to proceed with work.
6-23-59 Contractor began clearing.
7- 3-59 Contractor completed clearing.
8-12-59 Telephone company began field work.
8-28-59 Telephone Company completed field work.

How Work Should Have Been Performed

3-17-59 to 6-23-59 Same as above.
7- 6-59 Telephone Company should have started field work.
7-22-59 Telephone Company should have completed Field Work.

July 22 to August 28 is 28 work days during which time the Contractor's efficiency was curtailed due to an uncooperative attitude of the telephone company.

1	July	22nd	75%	5	Aug.	3 - 7	50%
1	"	23rd	50%	5	"	10 -14	50%
1	"	24th	0	5	"	17- 21	50%
1	"	27th	75%	5	"	24 -28	50%
1	"	28th	75%	28	Work Days		
1	"	29th	25%	50%	Efficient		
1	"	30th	0				
1	"	31st	75%				

MAURICE N. JUVE
Chief Cost Analyst

BOONES FERRY ROAD - OSWEGO SECTION

Contract No. 5492

Claim No. I

Special Manhole over 48" Pipe Station 57 plus 50.

Prorated Cost of Base		$ 358.97
Precast Ring Sections	9' at $10.50	94.50
Cone		33.00
Ring and Cover		39.00
Ladder	17' at 2.27	38.59
Labor	Prorated	33.75
Shovel	"	41.16
Contractor's Cost		$ 638.97
Paid to Contractor (Bid Price)		200.00
Contractor's Cost above Revenue		$ 438.97

Extra Height on Manhole over 30" Pipe at Station 41 plus 75 above minimum height of 8'.

Precast ring Sections	9' at $10.50	$ 94.50
Ladder	9' at 2.27	20.43
Labor Pro-rated		28.13
Shovel Pro-rated		34.29
Additional Cost		$ 177.35

Extra Height on Manhole over 18" Pipe at Station 57 plus 50 Lt. above minimum height of 7'. (This Manhole is not on the Plans.)

Precast ring Sections	5' at $10.50	$ 52.50
Ladder	5' at 2.27	11.35
Labor Pro-rated		16.88
Shovel Pro-rated		20.57
Additional Cost		$ 101.30

RECEIVED
JAN 16 1961
FOR FILING
8-339 (2)
5492

January 13, 1961

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to M. J. Brassfield Co., Geo. E. Blaisdell & Son Const. Co., and Shirley G. Stone Co., on contract #5492 for grading-paving the Boones Ferry Road-Oswego Road in Clackamas County.

This payment, in the amount of $15,676.12, will be released to contractor, payable to Norman Kobin, Attorney, Portland Trust Bldg., Portland, on or after January 23, 1961. The retained percentage is $12,043.48.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: M. J. Brassfield Co.,
Geo. E. Blaisdell & Son Const. Co.,
Shirley G. Stone Co.,
975 Imperial Drive
Salem, Oregon

Form E-1—(Rev.)—

2-325(3)
5492

85
22
107

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 6, 19 61

Section Boones Ferry Rd. - Oswego
Kind of work Grading & Paving
Highway Boones Ferry Rd.- Oswego Rd. County Clackamas
Section prefix 503 - 1075
Contractor Brassfield, Blaisdell & Stone
Contract number 5492
Date of contract June 2, 19 59
Specified work days ~~85~~ 107
Date work started June 12, 19 59
Work days used 106(22 day extension authorized)
Project authorization $428,924.25
Exclusive of engineering $398,422.97
Per cent of time elapsed ~~124.7~~ 100 %
Estimated cost of completed project, exclusive of engineering $410,782.16
Estimated per cent overrun or underrun +3.1 %
Per cent of contract completed, based on estimated cost 100.00 %
Engineering authorization $30,501.28
Engineering cost to date $ 43,473.85, 142.5 %
Date project was completed October 20, 19 60

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	100%	100%	100%	0

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

NOTED
E. S. HUNTER

SEMI-FINAL ESTIMATE HAS BEEN SUB-MITTED.

PROJECT WAS COMPLETED OCTOBER 20,1960.

NOTED
A. E. JOHNSON

NOTED
CAKES

CONSTRUCTION DIVISION
RECEIVED
JAN 1961
NOTED-- CE ACE BOE

Noted
M. N. Juve

Signed Lloyd E. Res. Eng'r
Address P.O.Box 4699 Sellwood Station Portland,Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.61	1.61	0	1.61	1.61
Miles partially completed	1.61	1.61	0	1.61	1.61
Miles completed	1.61	1.61	0	1.61	1.61
Total estimated quantities (contract)	103,700 C.Y.	56,000 T.	0	170 T.	14,880 T.
Total quantities corrected to date	100,461.1 CY	73,095.35 T.	0	125.67 T.	15,028.65 T.
Estimated quantities moved or placed to date	100,461.1 CY	73,095.35 T.	0	125.67 T	15,028.65 T.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Clear Holiday		
Tuesday	Clear		
Wednesday	Cloudy		
Thursday	Rain		
Friday	Showers		
Saturday			

NOTED
H. S. COX

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

December 19, 1960

Clackamas County Court
Courthouse
Oregon City, Oregon

Project S-325(3)

Gentlemen:

This is to advise you that work on the Boones Ferry-Oswego Section of FAS 680 in Clackamas County was completed on October 20, 1960.

Under the terms of the agreement dated May 20, 1959, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

VRJ:mm

NOTED
JOHN D. GRAHAM

RECEIVED
DEC 19 1960
FOR FILING

S-325(3)

5492

December 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that seeding and mulching on the Boones Ferry Road-Oswego Section of the Boones Ferry Road-Oswego County Road, Contract No. 5492, Project No. S-325(3), was completed November 7, 1960.

This work was authorized under Order for State Force Work No. 2, dated October 20, 1959.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

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DEC 5 - 1960
FOR FILING

S-3[illegible]

5492

December 2, 1960

1876

Brassfield, Blaisdell and Stone
2351 S. W. Country Club Road
Oswego, Oregon

Attention: Mr. Shirley G. Stone

Gentlemen:

Reference is made to your letter of November 10 concerning claims for additional payment on the Boones Ferry Road-Oswego Section in Clackamas County, Contract No. 5492.

Before making any comments on this matter, it appears that a personal discussion is in order. If you will contact Mr. Tom Edwards, he will arrange for a meeting in Salem at a time that will be convenient for all concerned.

Very truly yours,

R. L. Porter
Acting State Highway Engineer

RLP:fn

cc Mr. W. C. Williams
Mr. Tom Edwards

NOTED
FORREST COOPER

ROAD CONSTRUCTION LAND CLEARING & LEVELING

SKILL RESPONSIBILITY INTEGRITY
THE ASSOCIATED GENERAL CONTRACTORS OF AMERICA

BRASSFIELD, BLAISDELL AND STONE
~~SHIRLEY G. STONE CO.~~
~~[illegible] S. W. MARKET ROAD,~~ OSWEGO, OREGON
NEptune 6-3681
2351 S.W. Country Club Road

PLEASE RETURN TO
FORREST COOPER

REFERRED TO Cooper
By State Highway Engineer

November 10, 1960

Oregon State Highway Department
Salem, Oregon.

Attn: Mr. W.C. Williams
State Highway Engineer

Gentlemen;

Attached are three claims for additional payment on contract No. 5492 for the approval of the State Highway Department.

We will be glad to discuss this matter with you personaly at your convenience.

Yours very truly,

BRASSFIELD, BLAISDELL & STONE

Shirley G Stone
Partner

Ew

cc: Mr. Lloyd Turk,
Res. Engr.

cc: Mr. Norman Kobin
Attorney

RECEIVED
NOV 14 1960
OREGON
STATE HIGHWAY COMMISSION

Brassfield, Blaisdell & Stone
2351 S.W. Country Club Road
Oswego, Oregon

TO

Oregon State Highway Department
Salem, Oregon

SUBJECT:
Claim No. 1
Claim for additional payment for manholes, Contract No. 5492

REASON FOR CLAIM:
Ommission from plans of specifications of special and over average depth manholes.

AMOUNT OF CLAIM:
$ 1,090.60

EXPLANATION OF CLAIM:
The drawings furnished the contractor prior to bid opening show the following locations and approximate depths of manholes,

No. 1	Station	23 +	No flow line is shown
No. 2	Station	31 + 90	Aprox. Depth 5 feet
No. 3	Station	33 + 55	Aprox. Depth 4 feet
No. 4	Station	34 + 00	Aprox. Depth 5 feet
No. 5	Station	41 + 75	Plans do not indicate manhole is to be constructed over 30" culvert pipe nor is the 30" flow line shown
No. 6	Station	57 + 50	Manhole symbol only is shown on plans, the ledgend has been omitted and no flow line is shown nor is any indication manhole is to be constructed over 48" culvert pipe.
No. 7	Station	60 + 50	Aprox. Depth 8 feet
No. 8	Station	72 + 50	Aprox. Depth 5 feet
No. 9	Station	76 + 50	Aprox. Depth 5 feet
No. 10	Station	80 + 50	Aprox. Depth 5 feet
No. 11	Station	57 + 50 L	Plans do not indicate a manhole is to be constructed at this location.

As tabulated above every dimension and specification shown on the plans indicate the average depth of the manholes to be constructed to be slightly over 5 feet, therefor the bid price of Item 30 - Concrete Manholes at $200.00 each was based on the belief that all manholes would be standard construction of aproximately the average depth as indicated.

At the start of construction of the manholes at Stations 41 + 75 and 57 + 50 it was discovered that these manholes were to be constructed over 30" and 48" concrete culvert pipe and were to be 19 feet and 17 feet in depth, thus requiring special construction of the manhole bases. The firm of Lyons and McDonell were retained to install these two bases at a cost to us of $516.00 as per the copy of their invoice attached.

The manhole at Station 57 + 50 left not indicated on the plans and specifications was at the start of construction found to be 12 feet in depth.

We therefor claim payment for the additional expense as follows,

2	Special Bases (Lyons & McDonell)			516.00
33'	Precast Manhole Sections		@ 10.50	346.50
23½'	Manhole Ladder		@ 2.27	53.35
24	Hours Labor - Manhole Builder		@ 2.85	68.40
	Health & Welfare Fund	24 hrs	@ .10	2.40
	Laborers Pension Fund	24 hrs	@ .05	1.20
	Social Security		@ 3%	2.05
	State Unemployment		@ 2.7%	1.85
	State Industrial Accident		@ 4.16	2.85
6	Hours 22B Shovel (Fully Operated)		@ 16.00	96.00
	Total			$ 1,090.60

Brassfield, Blaisdell & Stone
2351 S.W. Country Club Road
Oswego, Oregon

TO

Oregon State Highway Department
Salem, Oregon

SUBJECT:

Claim No. 2
Claim for additional payment for "Drainage Excavation" Contract No. 5492

REASON FOR CLAIM:

Drainage Excavation as described in general specifications paid for as General Excavation.

AMOUNT OF CLAIM:

$ 17,558.20

EXPLANATION OF CLAIM:

Plans and specifications require that the creek channel be changed between Stations 29 + 60 and 44 + 00 and that 36" half circle corrigated metal pipe be placed in the new alignment. Sheets 5 and 6 of the plans indicate the yardage in this channel change area to be 15,962 cubic yards. The total yardage of this channel change excavation lies to the right and outside of the roadbed excavation cross-sections and the pipe being under 72 inches in diameter or width, should under Item 1 of Drainage Excavation Section 2.4.4 of the General Specifications, be classified as Drainage Excavation. Item 3 of Drainage Excavation Section 2.4.4 of the General Specifications classifies that portion of this excavation below the invert grade as Drainage Excavation and Item 5 classifies the balance of excavation necessary to slope the bank as Drainage Excavation. This channel change ditch having a bottom width of less that 8 feet, would under Item 6 fall within the classification of Drainage Excavation.

Now therefor as this channel change excavation meets four of the six conditions stipulated in the General Specifications for Drainage Excavation, we claim payment for the 15,962 cubic yards as Drainage Excavation at the bid price of $1.50 less the amount received as payment under the classification of General Excavation at the bid price of $.40, or a net of $1.10 per cubic yard amounting to a total of $ 17,558.20

The channel change excavation lying between Stations 58 + 00 and 60 + 50 left has been classified as Drainage Excavation and presumably paid as such. We enter no claim for this yardage if paid for as indicated.

Brassfield, Blaisdell & Stone
2351 S.W. Country Club Road
Oswego, Oregon

TO

Oregon State Highway Department
Salem, Oregon

SUBJECT:
Claim No. 3
Claim for compensation for additional costs

REASON FOR CLAIM:
Failure of State Highway Department to provide unrestricted right-of-way.

AMOUNT OF CLAIM:
$ 24,112.00

EXPLANATION OF CLAIM:

On June 12, 1959, M.J. Brassfield Co., George E. Blaisdell & Son and Shirley G. Stone Co. signed Oregon State Highway Department Contract No. 5492 for the Grading and Paving of the Boones Ferry Road - Oswego Section of the Boones Ferry Road - Oswego Road Highway. This Contract No. 5492 specifies a "Completion Time Limit" of 85 working days which would set the completion date at October 12, 1959.

Section 1.8.2 "Prosecution of Work" of the Standard Specifications states that, "From the time of commencement of the work to the time of completion, thw work shall be prosecuted as vigorously and as continously as weather conditions will permit and always in accordance with a schedule which will insure completion within the specified time limit, due allowances being made for possible unfavorable conditions, interference, breakdowns and other causes of delay." To comply with the above requirements the schedule would require the contractor to have sufficient equipment on the project to complete all of the required clearing and grubbing, excavation and drainage work necessary to complete the sub-grade by not later than August 7, 1959 or an elapsed time of 40 working days, thereby allowing 45 working days to place and process the base rock, oil and pave, install guard rail and fencing and perform the final clean-up. Section 1.8.4. of the Standard Specifications also requires that the contractor have equipment and personel in quantity and quality employed on the work such as will produce a satisfactory quality of work and shall be adequate to complete the contract within the time limit specified.

Now therefore upon being advised that the above contract would be awarded arraingements were made to have sufficient equipment available to complete the work within the specified time limit and according to schedule and all activities to seek other work for this equipment for the period required to complete this work was halted.

On June 1, 1959 the contractor notified, by letter, the Lake Oswego Water Company, Portland General Electric Company, Portland Gas and Coke Company and the Pacific Telephone and Telegraph Company of the intent to start work on or about June 5, 1959 and advised that their facilities were in the roadway section and would require moving to facilitate completion of our work. On June 9, 1959 the Portland General Electric Company replied by mail stating that after cut and fill dimensions were indicated by State Highway Department grade stakes, they would start work within aproximately one week.

On June 26, 1959 the contractors letter to Mr. Lloyd Turk, Resident Engineer, protested the charge of working days against the completion time for the job and advised that due to inclement weather and utilities not over 50% of normal production was possible.

The "Weekly Statement of Workday Charges", Oregon State Highway Department Form No. E 378, begining with June 29, 1959 and continuing through August 31, 1959 indicates that on only 13 days 75% of production was possible, 25 days only 50% was possible, 1 day 25% and 7 days no work was possible. On 30 of the 46 days covered by this period utilities are specifically given as the reason for the curtailed production and on only three days is weather indicated as a reason.

Mr. Lloyd Turk, Resident Engineers letter of July 8, 1959 suggests that work be shut down for the week of July 6 to 10th due to the fact that public utilities were in the way for full production.

On July 23, 1959 the contractor again advised Mr. Lloyd Turk, Resident Engineer by letter that public utilities and lack of grade stakes were interfering with operations.

The contractors letters of July 27 and August 14, 1959 to the State Highway Department at Salem, Oregon again protest the situation caused by the utility poles.

Mr. W.C. Williams, State Highway Engineers letter of August 19, 1959 in reply to the contractors letter of July 27th refers the contractor to Section 1.3.3 of the General Specifications and page 6 of the Special Provisions "Additional Contract Provisions". As to the reference to Section 1.3.3 of the Standard Specifications, the contractor did familiarize themselfs with the project before bidding and could foresee no reason for any delay in moving the utilities nor does the completion date of 85 days set by the State Highway Department indicate that there would be a delay of 55 days before an unrestricted right-of-way could be provided. With reference to page six of the Special Provisions, the contractor did cooperate with the owners of the public utilities in every way possible, however Section 1.7.17 of the Standard Specifications does not require the contractor to bear the expense of preparing a site in order to place the utilities in their final proper position. The third paragraph of Mr. Williams letter stating that, "— the size of your plant should certainly be scaled to the area ~~xxxx~~ of activity open to you." is in direct contridiction to Sections 1.8.2 and 1.8.4 of the Standard Specifications.

Mr. Forrest Cooper, Acting State Highway Engineers letter of August 28, 1959 restates the position of the State Highway Department as taken by Mr. Williams in his letter of August 19, 1959.

The actual completion of moving the utilities was on August 28, 1959, 55 days after the start of the project and 15 days after a reasonable schedule would require all of the excavation to be completed.

We claim additional compensation as follows,

3 - D8 Tractors	55 days @ 14.60 per hr.	19,272.00
3 - Motor Scraper	55 days @ 14.60 per hr.	19,272.00
2 - Motor Gradres	55 days @ 11.00 per hr.	9,680.00
		48,224.00
Less 50% for time worked		24,112.00
Amount Claimed		$ 24, 112.00

No claim is made for labor during any time that this equipment operated at only 50% of possible production nor is any claim made for additional costs incured in placing rock due th the delays extending the time of completion into the season of normaly bad weather. We reserve our rights to this and suggest a conference to discuss this entire matter.

CEIVED
1960

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1960

SUBJECT: Boones Ferry Road-Oswego Section
Analysis of Contractor Claims

To:
MEMO TO THE FILES

Claim No. 1, in the amount of $1,090.60, is for additional compensation for installing "deeper than average" manholes at Station 41+75, Station 57+50 and Station 57+50 left.

The manholes at Station 41+75 and 57+50 are both shown on the plans; the one at 57+50 left is not. The plans clearly indicate that the manhole at Station 41+75 will connect a 30-inch pipe outfall to a system of 12-inch storm sewer pipes at a low point in said storm drain system. They also indicate that surface water from the northerly side of the highway must be drained through the manhole. Whereas the plans do not indicate the depth of this manhole, a contractor who familiarizes himself with the conditions apparent in the field and shown on the plans (as stated in 1.3.3 of the standard specs) would easily determine that the manhole must necessarily be considerably taller than 5 feet. For instance, the fill over the old highway was 12 feet and the area that had to be drained by the 30-inch pipe was considerably lower than that.

The installation at 57+50 shows a 15-inch storm sewer pipe entering a manhole and is in turn drained from the manhole via a 48-inch pipe. The 48-inch pipe also connects northerly to a channel change shown on the plans at Station 58+80 which in turn can be readily traced back to a manhole (which must be drained via this system) at Station 60+50. The elevation shown on the plans for this manhole at Station 60+50 is 299.19 and the elevation at the highway at Station 57+50 is about 312. Allowing for normal drop between the manhole at Station 60+50 and the manhole at Station 57+50, one would quickly see that the manhole at 57+50 must be at least 15 feet tall. Again a study of the plans by the contractor would have provided him with this information.

The manhole at Station 57+50 left is not shown on the plans and was added, along with two inlets, and connected to the same 48-inch pipe listed above. It was apparently a 12-foot deep manhole. This additional manhole was, in my opinion, more costly to install than the average for the job. However, the contractor apparently did not give us adequate notice in order to keep a strict account of the actual cost of constructing this manhole as required by Article 1.9.6 of the standard specs. Under these circumstances, I have no alternate but to recommend denial of said claim unless the contractor can establish that he did give such notification.

If this can be established, he should be paid extra work for this one manhole at 57+50 left and proper reduction made of payment of the bid item.

I recommend the same procedure be followed for the base of the 48-inch manhole. Our specs state that the largest pipe that will be built into a manhole base is a 36-inch pipe. It undoubtedly cost more to construct a base to accommodate a 48-inch pipe.

Claim No. 2, in the amount of $17,558.20, is for extra drainage excavation between Station 29+60 and 44+00.

The contractor claims payment for an entire channel change as drainage excavation instead of general excavation. He quotes from Article 2.4.4 of the standard specs which defines drainage excavation as being excavation outside the roadbed section with a bottom width less than 72 inches. However, the typical sections shown on plan sheet no. 2-A supersede the general specs in accordance with Article 1.5.3 of the standard specs. Said typical sections clearly define the limits of drainage excavation to be paid in connection with this installation. Furthermore, the haul brackets also clearly show the material excavated in connection with the channel change is general excavation. Incidentally, the stationing listed by the contractor is erroneous as the channel change started at Station 34+50 and not 29+60.

Claim No. 2 should be denied completely.

Claim No. 3, in the amount of $24,112.00, is for extra expense incurred due to having to work around utility poles. It was adequately answered by Mr. Williams in his letter of August 19, 1960, a copy of which is enclosed. We have no course but to deny the claim.

Tom Edwards
Construction Engineer

By
FBKlaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

cc Forrest Cooper
A. E. Johnson

RECEIVED
[illegible] 1960
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

[illegible]

5492

November 18, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to M. J. Brassfield Co., Geo. E. Blaisdell & Son Const. Co., and Shirley G. Stone Co., a portion of the funds heretofore retained by the Commission on contract #5492 for grading-paving the Boones Ferry Road-Oswego Section of the Boones Ferry Road-Oswego Road in Clackamas County.

This payment, in the amount of $12,189.94, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $11,755.86. The present payment will be released on or after November 28, 1960.

You have been previously notified of a notification from the contractors re all drafts or checks to be payable to Norman Kobin, Attorney, Portland Trust Bldg., Portland.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: M. J. Brassfield Co.,
Geo. E. Blaisdell & Son Const. Co.,
Shirley G. Stone Co.,
975 Imperial Drive
Salem, Oregon

RECEIVED
SEP 30 1960
FOR FILING

5492

September 29, 1960

M. J. Brunsfield Co., and
Geo. W. Blaisdell & Son Const. Co., and
Shirley A. Stone Co.,
975 Imperial Drive
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 29, 1960, had under discussion your request for an extension of time from 85 workdays to 115 workdays within which to complete your contract #5492 without the assessment of liquidated damages, for grading-paving the Boones Ferry Road-Oswego Section of the Boones Ferry Road-Oswego Road in Clackamas County.

We are pleased to inform you that the Highway Commission granted you 22 additional workdays from 85 days to 107 days. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: A. E. Johnson
Lloyd Tuck
Tom Edwards
R. L. Porter
C. H. Nelson

RECEIVED
SEP 1960
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2-325(3)
5492

September 7, 1960

Oregon State Highway Commission

Request for Extension of Time
No. 4
September 29-30, 1960 Meeting

Gentlemen:

The contractor on the Boones Ferry Road-Oswego Section, Contract No. 5492, has requested that workdays be increased from 85 days to 115 days without the assessment of liquidated damages.

The contractor was prevented from performing paving between July 11 and August 10, 1960, which was the major item of work remaining to be completed, because of the dilatory way another contractor operated while installing city water mains. This is a valid reason under the contract for granting an extension of workdays, and it is, therefore, recommended that the workdays be increased 22 days, or from 85 to 107 days.

The Bureau of Public Roads has indicated its concurrence in the increase.

This matter will be on the agenda for the September 29-30 meeting.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

FBK:fp me

Enclosure

cc Mr. Tom Edwards

NOTED
Harold C. Ayers

D
H. J. COX

NOTED
C. G. SWENSON

Salem, Oregon
April 25, 1960

Mr. Fred Klaboe
Assistant Construction Engineer
OFFICE

Sanitary Sewer Installation
Boones Ferry Road-Oswego Section
FAS 680, Clackamas County

NOTED
V. R. JONES

Attached is a copy of a letter from the Clackamas County Board of Commissioners regarding the above subject.

If you feel the State should have any more protection, please advise. It is my understanding the sewer contractor started work April 19.

C. G. Swenson
County and City Relations Engineer

CGS:mm
Att.

cc: A. V. Benedict

COUNTY OF CLACKAMAS
COUNTY COURT

C. E. LATOURETTE, Judge
DARRELL JONES, Commissioner
S. C. ELY, Commissioner

Phone OLive 6-2641

COUNTY COURT HOUSE OREGON CITY, OREGON

April 19, 1960

Mr. C. G. Swenson, Engineer
County and City Relations
State Highway Department
Salem, Oregon

Market Road No. 31
Re: Boones Ferry-Oswego Section FAS 680

Dear Mr. Swenson:

We are issuing a pipeline permit to James G. Robertson, Contractor, for the Lake Oswego School District for the installation of the sewer line along the south side of Country Club Road known as Boones Ferry-Oswego Section FAS #680.

In accordance with our telephone conversations regarding this project this letter is written to assure the State Highway Department that any justified claims the State's contractor may have in connection with this work would be assessable against the County.

We are coordinating in every way possible with Bill Derner, Engineer for the Oswego School District, in order that there should be no interference with the State's contractor. The pipeline contractor is to have his work on Country Club Road completed by June 1st. We, therefor, assume there should be no conflict with the State's contractor since it has been indicated that he will not be permitted to begin heavy construction on the project until after that date.

Terms of the School Board's contract with James G. Robertson provide for all the usual traffic controls and safety measures and we have a copy of the certificate of insurance issued by the United Pacific Insurance Company which protects the School District, County of Clackamas and the City of Oswego in the amount of $100,000 and $300,000 personal injury and property damage.

We earnestly solicit your cooperation in this matter in order that this work may be completed prior to completion of the paving thereby saving the taxpayers of the community approximately $7,000 in repaving.

RECEIVED
APR [illegible] 1960
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Sincerely,

BOARD OF COUNTY COMMISSIONERS

CE Latourette
Chairman

S Ely
Commissioner

Darrell Jones
Commissioner

DJ/dab

NOTED
C. G. SWENSON

NOTED
V. R. [illegible]

NOTED
H. S. COX

NOTED
Harold C. Ayers

April 15, 1960

Mr. Darrell Jones
Clackamas County Commissioner
Courthouse
Oregon City, Oregon

Dear Mr. Jones:

Confirming our telephone conversation this date concerning points to be covered in the letter from the Clackamas Board of Commissioners to the State in regard to the installation of the sanitary sewer line on the Boones Ferry-Oswego Section on FAS 680, the following pertinent points should be covered:

(1) Any justified claims the State's contractor may have in connection with this work would be assessable against the County.

(2) The School Board's contractor should be carefully controlled so that he doesn't, in fact, interfere with the State's contractor.

(3) Traffic control and safety past the area being used by the sewer contractor should be clearly spelled out. Liability insurance should be carried by the sewer contractor and he should have a clause in his contract holding the State Highway Department and its members harmless for any liability that may arise in connection with his work.

I believe Mr. Keeley discussed these matters with Mr. Dorner just prior to the time he had his unfortunate accident.

If you have any questions, please feel free to call or write.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County & City Relations Engineer

CGS:mm

cc: Fred Klaboe
A. V. Benedict

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
April 5, 1960

SUBJECT: Boones Ferry-Oswego Section
Clackamas County Road
Contract No. 5492

To: Mr. A. E. Johnson
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland 2, Oregon

Reference is made to your recent letter concerning a request by the Oswego Highway School District to place a sanitary sewer in the south shoulder of this section. We agree with you that this work should be done as soon as possible and before we complete the oiled shoulders on the section.

Nevertheless, our contractor has prior rights to the area and should not be penalized by having to perform additional work in this area or by having his operation delayed as a consequence of the sewer line work. You should, therefore, set up a meeting with the county officials, school district officials, the contractor, and yourself and attempt to iron out possible conflicts and difficulties. I suggest that the following listed items, plus others you may think of, should be taken care of:

1. Any justified claims our contractor may have in connection with this work would be assessable entirely against the county (or their contractor if their contract contains such a clause).

2. Their contractor should be carefully controlled so that he doesn't, in fact, interfere with our contractor.

3. Methods of construction including (a)salvage of existing shoulder, (b) noncontamination of existing materials, and (c) proper backfilling, etc., should be clearly understood.

4. Traffic control and safety past the area being used by the sewer contractor should be clearly spelled out. Liability insurance would have to be carried by the sewer contractor and he should have a clause in his contract holding the State Highway Department and its members harmless for any liability that may arise in connection with his work.

These points should be handled by a suitable letter or agreement from the county.

NOTED
[illegible] COOPER

Tom Edwards
Tom Edwards
Construction Engineer

FBK:jk:jw

cc Forrest Cooper ✓
C. G. Swenson

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 31, 1960

SUBJECT: Boones Ferry Road - Oswego Section
Clackamas County Road
Contract No. 5492

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: F. Klaboe

The Oswego High School District contemplates the construction of a sanitary sewer in the south shoulder of the subject project ~~on~~ from the high school property at approximately Station 22, easterly to Oswego. The sewer must be in operation before school opens next fall.

At a conference in the court house yesterday, it was pointed out that our contractor could not resume work until the ground had thoroughly dried out, which would probably be after May 15. He has been very slow in his operations, and if the school district is required to delay their sewer work until after the roadway contract is completed, construction time for the sewer project could be quite short.

The county and the school district people also objected to completing the shoulders and ditches, and then having to tear them out again.

The school district now has a low bidder, and they tell us that if they could give him the word to proceed, their sewer project would be out of the way by June 15. They also assure us that their low bidder is a good operator, and that they have enough "teeth" in their specifications to get the job done within the estimated time. Their contract provisions require good compaction of back fill with two feet of selected material at all cuts through present or future paved areas.

It is recommended that we allow them to proceed if we can get the consent of our contractor, and his release from a claim because of this delay, or if the county will assume the obligation for any such claim. In any event, our contractor should be informed of what we intend to do.

AVBenedict
A. V. BENEDICT
Assistant Division Engineer

AVB:g
cc: Lloyd Turk

Fred
R/d reply
??

CONSTRUCTION DIVISION
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NOTED
C. G. SWENSON

Salem, Oregon
January 20, 1960

NOTED
Harold C. Ayers

Boones Ferry Road-Oswego
FAS 680, Clackamas County

Mr. Tom Edwards
OFFICE

NOTED
V. R. JONES

NOTED
John F. Hagemann

Attached are two copies of a letter from Clackamas County relative to construction of the fence along the Oswego Country Club property. It is noted that a copy of this letter was sent to Mr. Turk, Resident Engineer, and it is assumed the details of locating this fence will be worked out by the division office. If you wish anymore copies of this letter, please advise.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

COUNTY OF CLACKAMAS

Board of Commissioners

C. E. LATOURETTE, CHAIRMAN
DARRELL JONES, COMMISSIONER
S. C. ELY, COMMISSIONER

Phone OLive 6-2641

COUNTY COURT HOUSE OREGON CITY, OREGON

NOTED
John F. Hagemann

January 18, 1960

Mr. Fred Hagemann
Assistant Engineer
County & City Relations
State Highway Department
Salem, Oregon

Dear Mr. Hagemann: Re: Market Road No. 31

Following a thorough discussion with our District Attorney and after meeting with representatives of the State Highway Department and the Lake Oswego Country Club we have determined that in the best interest of all concerned construction should proceed on the cyclone fence separating Market Road #31 and the Lake Oswego Country Club golf course.

We have also further agreed that it is in the best interest of everyone concerned to erect the fence on or near the right-of-way line. We would prefer that the fence be located within the property of the Country Club if possible. However, should some problem arise necessitating construction of the fence a foot or so onto the County right-of-way, we will not object so long as the Country Club agrees to accept maintenance of the fence.

Mr. Maurice Eben, Attorney representing the Country Club, has agreed to give the State Highway Department a letter authorizing construction on the Country Club's property.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Ed Latourette
Chairman

S. C. Ely
Commissioner

Darrell Jones
Commissioner

JAN 19 1960

DJ/dab
cc: Lloyd Turk
State Highway Department

COUNTY OF CLACKAMAS
Board of Commissioners

C. E. LATOURETTE, Chairman
DARRELL JONES, Commissioner
S. C. ELY, Commissioner

Phone OLive 6-2641

COUNTY COURT HOUSE   OREGON CITY, OREGON

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JAN 12 1960

January 8, 1960

Mr. John Hagemann
County and City Relations
State Highway Department
Salem, Oregon

Dear Sir: Re: Market Road No. 31

In keeping with a telephone conversation with Commissioner Ely on January 8th relative to the construction of a fence along Country Club Road adjacent to the Oswego Country Club property, please be advised that it is our opinion that it would be to the best interest of the traveling public and the County that this portion of the contract remain in the work schedule.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Ed Latourette
Chairman

Darrell Jones
Commissioner

S. C. Ely
Commissioner

1-12-60
Copy sent to
[illegible] Young
[illegible]

SCE/dab

NOTED
JOHN D. GRAHAM

FORM E-30X 50M 7-59 22128

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1960

NOTED
C. G SWENSON

SUBJECT: Boones Ferry Road-Oswego Section
Contract No. 5492

To: Memo to the Files:

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JAN 11 1960
ENGINEER
COUNTY [illegible]NS

On the advise of Mr. Swenson, City-County Relations, we notified the Division office to construct the fence along the Oswego Country Club right of way line as the same was shown on the plans for this project.

This fencing had previously been deleted from the contract upon advice of the County Court that the settlement included payment for the fence. The County has apparently reversed itself and will follow up with a letter requesting that the fence be constructed.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc C. G. Swenson

NOTED
JOHN D. GRAHAM

NOTED
V. R JONES

NOTED
C. G. SWENSON

Salem, Oregon
December 21, 1959

NOTED
Harold C. Ayers

Boones Ferry Road-Oswego Section
FAS 680--Clackamas County

Mr. Tom Edwards
OFFICE

Attention: Mr. Hill Young

Confirming our telephone conversation this date the Clackamas County Court has advised that the award of $50,000 to the Oswego Country Club made at the termination of a condemnation suit conducted during the last two weeks included damages to cover any fencing which might be required or desired. We had previously included in our construction contract an item for fencing the right-of-way abutting the country club. In view of the above award this fencing should be deleted from the contract.

It is now up to the country club to install any fencing it may desire.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: Mr. G. S. Paxson

NOTED
JOHN D. GRAHAM

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A

December 15, 1959

Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

NOTED
FLOYD QUERY

In Re Contract #5492 - Boones Ferry Road-Oswego Section, Boones Ferry Road, Oswego Road Highway, Clackamas County
M. J. BRASSFIELD CO. and GEO. E. BLAISDELL & SON CONST. CO. andSHIRLEY G. STONE CO., a joint venture - Contractor

Dear Sir:

We hereby request that all future drafts or estimate checks payable under the above contract be sent to the office of

Mr. Norman Kobin, Attorney
Portland Trust Building
Portland 4, Oregon.

Witness to all signatures:

[illegible] H. Strong

Yours very truly

M. J. BRASSFIELD CO.

By Brassfield
Partner

GEO. E. BLAISDELL & SON CONST. CO.

By Geo Blaisdell Sr
Partner

SHIRLEY G. STONE CO.

By Shirley G. Stone
Partner

We as surety hereby consent to the above request.

UNITED PACIFIC INSURANCE COMPANY

By A. G. Mansfield
A. G. Mansfield, Attorney-in-fact

copy sent to
C H Maison 12-17
with ok by Query

NOTED ON CARD
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5492

December 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1-Supplemental, Account No. 274, 276 covering temporary and permanent signing on the Boones Ferry Road-Oswego Section of the Boones Ferry Road-Oswego Road in Clackamas County, Contract No. 5492, in connection with Federal Aid Project No. S-325(3).

The original Order for State Force Work No. 1, dated June 15, 1959, in the amount of $750 was approved by the B.P.R. on June 24, 1959. Approximately $250 has been expended under this order. The present total estimate for temporary signing and permanent signing and delineation of the project is estimated at $2,250.

Your approval of this supplemental order under the provisions of PPM 21-6.3 on the basis of actual cost is requested. Verbal approval has been given by the B.P.R. District Engineer.

The total amount of the supplemental order is $1,500, with Federal participation of $925.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Enc.

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December 3, 1959

Miss Fredda Leftwich
4731 S. W. Lakeview Boulevard
Lake Grove, Oregon

Dear Miss Leftwich:

Reference is made to your letter of November 23 in which you recount your experience at the intersection of Market Road with Lower Boones Ferry Road in Oswego.

The construction of a highway such as the project to which you refer is extremely difficult when complicated by the fact that traffic has to use it during construction. There is always a period of time between the start of grading operations and the completion of surfacing when it is difficult for the contractor to operate without causing inconvenience to the motorists. We have always attempted to minimize the inconvenience but have difficulty on certain jobs, particularly if the contractor is not too co-operative.

The job to which you refer was complicated somewhat by the necessity of relocating utilities which did cause inconvenience and delay in prosecuting the work. I have had our construction people make a check and they now tell me that the road has been paved two lanes wide for its entire length, which should tend to minimize the difficulties to which you refer in your letter. Due to inclement weather, the completion of the project will be delayed, and I have asked our people to do what they can to minimize delays and inconvenience.

I thank you for calling this matter to my attention.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp FC:fn ae

cc to: Mr. Forrest Cooper
Mr. Tom Edwards

Mr. Edwards:

Please have someone watch this occasionally to be sure that we do every reasonable thing to reduce our trouble spots.

REFERRED TO Cooper

PLEASE RETURN TO
FORREST COOPER

4731 SW Lakeview Blvd.
Lake Grove, Oregon

November 23, 1959

The Chairman
State Highway Commission
Highway Department
Salem, Oregon

Sir:

Since when is a state road contractor allowed to blockade a three or four hundred foot strip of road and force automotive traffic to make a six mile detour?

This was my experience last Friday about 5:05 with a representative of the Country Club Road project in Oswego, Oregon, at the intersection of Market Road and Lower Boones Ferry Road. The man who informed me that I would have to go thru Oswego and out Iron Mountain Road to get to Lake Grove had a car parked directly across the road, blocking passage. From that point to my destination is a good six miles -- to reach a point less than a quarter of a mile away.

I did not like it, and told him so, since I had an appointment to keep. He flatly refused to let me go further. I could either go thru Oswego, or back to Burlingame and out the new highway.

This road construction was awarded, as I have been told by the County Road Department, to a Shirley Stone. Believe me, to the residents of this area your project has been a headache -- from start to what has been finished. The holes over which we have been required to drive have been a menace to tires, and I've seen only one half-hearted attempt to correct the situation. Detours have been left in a dangerous cordury condition day after day.

Where have your state inspectors been while this has been going on. Do you sanction the arbitrary closing of a public thoroughfare in this high-handed manner? What will you do about it?

Very truly yours,

Fredda Leftwich

(Miss) Fredda Leftwich

RECEIVED
NOV 24 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 24 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV - 2 1959
FOR FILING

S-325(3)

5492

October 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 224-238, covering seeding and mulching on the Boones Ferry Road-Oswego Section of the Boones Ferry Road-Oswego County Road in Clackamas County, Contract No. 5492, in connection with Federal Aid Project No. S-325(3).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order on the basis of actual cost under the provisions of P.P.M 21-6.3 is requested.

The total estimated amount of the order is $1,275.00, with Federal participation of $765.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

DBP:cr

NOTED
C. G SWENSON

NOTED
Harold C. Ayers

September 24, 1959

Board of County Commissioners
Courthouse
Oregon City, Oregon

NOTED
V R. JONES

NOTED
John F. Hagemann

Gentlemen:

This is in reply to your letter of September 21 regarding illumination of the intersection at the Lake Oswego High School driveways with the Boones Ferry-Oswego section of FAS 680.

This matter has been discussed with Mr. Val Johnson, Traffic Control Engineer, and Mr. L. E. George, Signal Engineer, of our traffic division, and it is their opinion that the traffic volume on the highway and the night-time traffic to and from the schools do not warrant the illumination of this intersection at this time.

You have been previously notified that this work is not eligible for federal participation and any illumination project you might undertake would have to be financed by county funds.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm

cc: Traffic Division,
Attention Mr. Val Johnson

COUNTY OF CLACKAMAS
COUNTY COURT

C. E. LATOURETTE, JUDGE
DARRELL JONES, COMMISSIONER
S. C. ELY, COMMISSIONER

Phone OLive 6-2641

COUNTY COURT HOUSE   OREGON CITY, OREGON

September 21, 1959

Mr. Clarence Swenson
State Highway Department
Salem, Oregon

Dear Clarence:

Enclosed is a copy of correspondence recently received from the Lake Oswego Public Schools which is self-explanatory.

Due to the heavy use of the two school intersections it seems entirely possible that some illumination may be needed. However, we would be very interested in knowing your views and the Highway Department's position regarding this proposal. We would appreciate very much hearing from you in the near future in order that we may reply to the School Board.

Sincerely,

BOARD OF COUNTY COMMISSIONERS

Latourette
Chairman

S. Ely
Commissioner

Darrell Jones
Commissioner

DJ/dab
Encl.

LAKE OSWEGO PUBLIC SCHOOLS
2455 Country Club Road
Oswego, Oregon

September 15, 1959

COPY

Board of County Commissioners
Clackamas County Courthouse
Oregon City, Oregon

Gentlemen:

Your letter of August 25 regarding our request for illumination at the crossing on Country Club Road between the Junior and Senior High Schools has been referred to our Board for its consideration. They have again expressed the firm conviction that illumination and possible signal lights are going to be necessary as a safety measure because of the volumn of vehicular and foot traffic at this intersection.

Your letter indicates that the Federal Government will not participate in such illumination projects. In view of this report regarding federal funds, it is the request of the Board that these safety measures be accomplished from County or State funds as a part of this construction project.

Sincerely,

/s/ Lawrence D. Fish

Lawrence D. Fish
Superintendent - Clerk

LDF/ms

NOTED
C. G. SWENSON

NOTED
[illegible]

August 20, 1959

NOTED
V R JONES

Board of County Commissioners
Clackamas County Courthouse
Oregon City, Oregon

Gentlemen:

As per your request I have checked with the B.P.R. regarding eligibility for federal participation of an illumination project in front of the High and Junior High Schools on FAS 680.

The B.P.R. advised that the normal run of rural interchanges and channelizations involving secondary highways and county roads would not be eligible for illumination with federal funds. In special cases, such as where extraneous lighting from adjacent property would act as a distraction or interference to traffic, an exception might be made.

As the situation on FAS 680 does not appear to meet this exception, it would appear an illumination project in front of the schools would not be eligible for federal funds.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

JFH:eg

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RECEIVED
AUG 31 1959

~~FOR~~ FILING
8-325(3)

5492

August 28, 1959

1369
1380

M. J. Bransfield and Company
and Kiniadoll and Stone
2351 S. W. Country Club Road
Oswego, Oregon

Gentlemen:

Reference is made to your letter of August 14 in which you again call attention to delays in your operation occasioned by alleged failure on our part to cause telephone poles and lines to be moved out of your way on the Boones Ferry Road-Oswego Section, Contract No. 5492.

Apparently our letter to you dated August 19 crossed yours in the mail. Please refer to this letter for statements clearly setting forth the problem and the Highway Department's position on the matter.

The Clackamas County Court has continued to press the Pacific Telephone and Telegraph Company for a maximum effort toward getting the poles and lines out of your way. As stated in our previous letter, this move is a complicated one which necessitates a considerable amount of cooperation between your organization and the telephone company. Such required cooperation is set forth on page 6 of "Additional Contract Provisions", a part of the Special Provisions of this job. We now understand that the telephone lines will be out of your way about the first of September.

We have again reviewed this situation and can only restate our original position that delays and extra expense incurred have been a part of your contractual obligation and are not compensable.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. G. Skelton
Mr. Lloyd Turk

FBK:fp fn

August 19, 1959

M. J. Brassfield and Company
and Blaisdell and Stone
2351 S. W. Country Club Road
Oswego, Oregon

Gentlemen:

Reference is made to your letter of July 27, 1959 in which you called our attention to delays to your operations occasioned by alleged failure on our part to cause telephone poles and lines to be moved out of your way on the Boones Ferry Road-Oswego Section, Contract No. 5492. In this connection, I wish to advise that the clearing of the utilities off the right of way on this job is an obligation of Clackamas County in accordance with our agreement with the County Court, and it has repeatedly urged the telephone company to step up the pace in the adjustment of its facilities. As you are no doubt aware, the moving of the utilities on this job was one of considerable complexity. Our general specifications in Section 1.3.3 make it incumbent on the contractor to familiarize himself in advance with all conditions pertaining to the work, of which this is certainly one. In addition to this, the special provisions on Page 6 of "Additional Contract Provision" require cooperation of the contractor with owners of the public utilities. Such cooperation, of course, can take many forms, one of which is scheduling of elements of work so as to provide utilities with a place to move to work, or working areas where conflict between operations does not exist.

We have taken the delays referred to by you into account in the counting of workdays on the project. Apparently, the workday count has been satisfactory to you, as our records do not show any unresolved protests.

Your comments on production efficiency and idle-equipment time are highly conjectural, as the size of your plant should certainly be scaled to the area of activity open to you. In this respect, I have been advised that your activities have been limited also by failure on your part to install certain drainage facilities which would have made more of the job open to you, thereby increasing production efficiency.

It is my understanding that most of the problems between you and the telephone company were resolved in a meeting the day following your letter and that delays are no longer a problem; however, in view of the foregoing, we would view delays and extra expense incurred to have been part of your contractual obligation and not compensable.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Clackamas County Court
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. G. Skelton
Mr. Lloyd Turk

LHY:fp as

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
RECEIVED
AUG 17 1959
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CDE

Portland
14 August 1959

SUBJECT: Boones Ferry Rd - Oswego
Contract 5492
Assignment #113-Y

To: Tom Edwards
State Highway Dept.
Salem, Oregon

Attn: L. H. Young

Reference is made to your letter of August 4, together with a letter from contractor, Shirley G. Stone, concerning certain delays due to moving of utilities.

The moving of the telephone lines belonging to Pacific Tel and Tel Company has delayed the contractor considerably. The telephone company was properly advised and has been contacted periodically by both Mr. Lloyd Turk, resident engineer, and by the Clackamas County Court.

It is quite apparent that the telephone company had no intention of moving their lines until the contractor completed his clearing operations.

Enclosed herewith is copy of letter from Mr. Lloyd Turk commenting on delays by various utilities including the telephone company. It is evident from Mr. Turk's report that a sufficient amount of savings would be made by the telephone company in this procedure to make it worthwhile from their standpoint.

However since completion of the clearing, the telephone company has been extremely slow and are at the present time engaged in actually moving their lines.

Mr. Turk refers to the agreement between the county and state in which it is noted that it shall be the county's responsibility to cause to be relocated the telephone company lines and other utilities.

On June 21st I met with Judge Latourette of the Clackamas County Court and pointed out to him that the failure of the telephone company to move the lines was working a hardship on the contractor and requested him to contact the telephone company to the end that they would move their lines as soon as possible.

As Mr. Turk notes in his report, consideration was given in charging workday counts to the fact that the telephone company has prevented the contractor at various times from accomplishing full production. It is also to be noted that some of the contractor's operations in installing ~~cross~~ pipe culverts and major drainage installations have prevented full-scale grading operation. Between the dates of June 12 and Sugust 7, Mr. Turk charged 17 working days out of a possible 41, or only 42% of the possible working days.

As noted above, the telephone company is in the process of actually moving their lines and it is expected this will be completed within a reasonable time. In view of the fact that, under our agreement with the county, they are responsible for the moving of utilities, it is felt that any claim of Mr. Stone should be referred to them. It is also felt that Mr. Stone does not have monetary adjustment due him merely for equipment idle time, since he was fully aware of circumstances of utilities on which to base his equipment usage.

A E Johnson

A. E. Johnson
Assistant Division Engineer

Enclosure
U

cc - Lloyd Turk

PLEASE RETURN TO
FORREST COOPER

M. J. BRASSFIELD AND COMPANY
and BLAISDELL AND STONE
Portland, Oregon

August 14, 1959

REFERRED TO Cooper
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department

Re: Boones Ferry Road
Oswego Section
Project S-325 (3)

Dear Sir:

Refer to our letter of July 27, 1959. The telephone company is continuing to cause delay in construction time and extra expense in the movement of excavation, due to its failure to move poles from the right-of-way. We were alloted 85 working days to complete this project.

In assembling our bid on this job, it was necessary for us to consider this short working period. We, therefore, made allowance for a reasonable interference for the moving of the poles. We estimated that grading operations would be hampered for a period of two weeks between the completion of clearing and the beginning of full scale, unhampered grading operations. Clearing was completed by June 20 and we proposed to begin unhampered excavation work on July 6. No poles had yet been moved at that time and as of August 10, the situation has not improved.

During the period from July 6 until August 10, we have moved approximately 25,639 cubic yards of excavation, working under the handicap of power and telephone poles obstructing the equipment's operations in a serious manner.

We feel that we are entitled to compensation for the additional costs incurred to date and during such additional time as we may incur until sufficient poles have been moved to afford the equipment freedom to properly

FORREST COOPER

function.

We propose that you consider our plea by one of the following methods:

1. Increase our excavation price for yardage moved during the period beginning July 6, and ending when poles no longer obstruct progress, or -
2. Pay us equipment rental for such equipment time lost by waiting and for slowdowns while working around the poles.

As of August 10, there were still more than 60 poles obstructing our operations; at least one pole every 150 feet.

The telephone company, as you now know, is reluctant to move any poles until they can move all the line at one time, due to the large lead cables involved. We are certain that if you had predicted such action by the telephone company that you would have so warned contractors prior to the bid opening.

This letter will also advise you of the possibility of our need for a time extension. If the situation is not cleared up soon, it may delay the paving until next year. Then we would be forced to petition you for added compensation in addition to that requested herein.

We respectfully request that you give these matters your early consideration.

Very truly yours,

Shirley G. Stone

M. J. BRASSFIELD AND COMPANY
and BLAISDELL AND STONE

By

RECEIVED
[illegible] 1959
OFFICE OF
[illegible] ENGINEER

AUG 2 0 1959

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 11th, 1959

SUBJECT: Boones Ferry Road-Oswego
Contract 5492

To: A. G. Skelton
Office

Attn: [illegible] S. Johnson

On Tuesday May 5, 1959, I met with Mr. Tom Miller of Pacific Bell Telephone Company on the subject project, and discussed the method of procedure. Mr. Miller advised me that they would have to start moving their line at approximate Station "L" 5+50, because this point was the only place where slack existed. He asked about the possibility of getting the right of way cleared before they started moving their line. I advised Mr. Miller that this would have to be taken up with the contractor. Mr. Miller remarked that if the contractor would do the clearing first, it would same them from $15,000 to $20,000.

On July 28, 1959, while in the process of grading along the Golf Course, a cat came in contact with a stump close to a pole. As I understand it, the root structure was close to this pole, and after the stump was cleared, the pole was loosened, leaving it in a leaning position. The telephone company drilled another hole alongside, but when the drill was pulled from the hole, there was not enough support to hold the pole. When the pole fell, it pulled approximately 1500 feet of line with it. The next day, July 29th, I met with the telephone company and Blaisdell and Stone. The representative from the telephone company remarked that on other jobs, the contractor cooperated. This brought a statement from Mr. Stone, saying they were told that if they would start clearing at the beginning of the job, the poles would be removed. This we did, but still no poles were moved.

In my opinion, the contractor did cooperate, for they have done a lot of work in and around the pole line. I have called the telephone company several different times, but never got a good reason for not moving their line. I will agree that grading operations have been limited due to telephone and power poles being in the way, but the only time that the contractor was down for a full week was the week beginning July 6th to 10th. I suggested in a letter to Mr. Stone that work be shut down for the week. During this week they did do some grading and laying of pipes at the intersection of Market Road No. 13 and Market Road No. 31 amounting to approximately 25% production.

On July 20, 1959, the contractor in the process of grading the Junior High School driveway, broke a four inch water main between the Senior and Junior High School at approximate Station 22. I did not know this line existed, but I do believe Mr. Stone did, as he lives across from the Senior High School. The County Court was notified the next morning, and a plan of work was agreed upon between Blaisdell, Stone and the County Court. In my estimation there was very little time lost. The county lowered the line at its own expense.

The Oswego Water Company, who owns the water line along Country Club Road, has been lowering or moving its line where needed as fast as they can. The one place that could be holding the contractor up at the present time, is in the cut between Station 59 to 63, if he had the 48 inch concrete pipe in at Knaus Road where a 21,000 cubic yard fill is to be made. The Oswego Water Company had this line lowered, but failed to go deep enough. Our slope stakes were in for them to get their cuts.

Therefore, loss of production efficience and equipment idle time are not due entirely to public utilities. If the contractor had installed all the culvert pipe under the roadway, which were their original plans, their production efficiency would be much higher. In my opinion, they were working against themselves—for a cause.

As to time charged against the job, I felt that I was being very considerate. The contract was awarded on June 2nd and clearing operations began on June 12th. Between the dates of June 12th and August 7th, I have charged them only 17 out of the 85 working days allowed in the contract, which amounts to 20% of the total time.

The agreement between the County and State concerning things to be done by county is as follows ; "In all cases wherein county has the authority and jurisdiction, either by statute or by franchise, to control and regulate the location and construction of the below-named utility facilities, the county shall, without cost to state, relocate or reconstruct, or cause to be relocated or reconstructed, all water, sewer, gas, electric, telephone, telegraph, and all other utilities, conduits, lines, poles, pipes and facilities of every kind and nature made necessary to be relocated or reconstructed to conform with the attached plans and ultimate requirements of the project."

Lloyd R. Turk
LLOYD R. TURK
Resident Engineer

LRT:w

REFERRED TO
Cooper
By State Highway Engineer

Brassfield, Blaisdell &
SHIRLEY G. STONE CO.
2351 S. W. Country Club Rd.
Oswego, Oregon

#5492

PLEASE RETURN TO
FORREST COOPER

M. J. BRASSFIELD AND COMPANY
AND BLAISDELL AND STONE
Portland, Oregon

July 27, 1959

State Highway Department
Salem, Oregon

Re: Boones Ferry Road - Oswego Section
Boones Ferry Road - Oswego Road
Clackamas County, Oregon

Gentlemen:

The above contract was executed on the 2 day of June, 1959. We were directed to proceed with the work on the 12 day of June, 1959. The time schedule set forth in the contract is extremely short. Despite the above, you have failed to make available to us an unrestricted right-of-way.

We have been required to limit, and in some instances, shut-down our grading operations, because of your failure to cause telephone poles and lines to be removed from such right-of-way.

We are not required to remove same under the clearing portions of our contract and relieved from so doing under Section 1.7.17 of your Standard Specifications. We are prevented from willfully causing them to be removed under the above noted Section.

Merely to grant an extension of time due to the unreasonable delays in the removal of the poles and lines will not compensate us for the loss which we are sustaining and will continue to sustain, due to the loss of production efficiency, and equipment idle time.

Unless you take immediate steps to provide us with an unrestricted right-of-way, we will be required to urge a claim for additional compensation as above indicated.

Very truly yours,

M. J. BRASSFIELD AND COMPANY
BLAISDELL AND STONE

By Shirley G. Stone

RECEIVED
AUG 3 1959

RECEIVED
AUG 3 - 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
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FOR FILING

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FORM [illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 7, 1959

M. J. Brassfield Company, and
George E. Blaisdell & Son Const. Co., and
Shirley G. Stone Company
975 Imperial Drive
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

> Contract #5492, awarded June 2, 1959, for grading-paving the Boones Ferry Road-Oswego Section of the Boones Ferry Road-Oswego Road in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

7-1-59

Monthly Transaction No. 7-2	For -2 (9-1 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project Report No. S-325 3(3)	**FEDERAL-AID PROJECT AGREEMENT**	County **Clackamas**
		Project No. **S-325(3)**

5492

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Jct. F.A.S. 681 to Oswego Limits
(Boones Ferry Road-Oswego Section) on County Road

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	4-17-59	1.5
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 419,118	Federal funds $ 259,200

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Pierson

~~Assistant~~ **State Highway Engineer**
(title)

By ______

______
(title)

By ______

______
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer July 1, 1959

USComm-DC 40257

June 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Boones Ferry Road-Oswego Section, Project No. S-325(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

June 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Boones Ferry Road-Oswego Section, Project No. S-325(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid Secondary
Project No. S-325(3)

BOONES FERRY ROAD-OSWEGO SECTION OF THE

BOONES FERRY ROAD-OSWEGO ROAD IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 19, 1959

Type Code 6201
Roadway (Sta. 5+90 to Sta. 85+92.58 back = 86+19.61 ahead) (Contract No. 5492)

Clearing and Grubbing	All	Required		$15,000.00
Drainage Excavation, Unclassified	4,000	cu. yds.	$1.50	6,000.00
Structural Excavation, Unclassified	220	cu. yds.	3.00	660.00
General Excavation, Unclassified	103,700	cu. yds.	.40	41,480.00
Short Overhaul	233,500	yd. stas.	.005	1,167.50
Long Overhaul	8,500	C-yd. stas.	.30	2,550.00
Finishing Roadbed and Slopes	All	Required		5,000.00
Rounding Cutbanks	10,000	lin. ft.	.10	1,000.00
12-inch Concrete Pipe	260	lin. ft.	2.00	520.00
18-inch Concrete Pipe	830	lin. ft.	3.80	3,154.00
24-inch Concrete Pipe	360	lin. ft.	5.00	1,800.00
30-inch Concrete Pipe	400	lin. ft.	6.50	2,600.00
48-inch Concrete Pipe	840	lin. ft.	13.00	10,920.00
12-inch Corrugated Metal Pipe	40	lin. ft.	3.00	120.00
15-inch Corrugated Metal Pipe	50	lin. ft.	3.50	175.00
18-inch Corrugated Metal Pipe	34	lin. ft.	5.00	170.00
24-inch Corrugated Metal Pipe	50	lin. ft.	7.00	350.00
36-inch Half Circle Corrugated Metal Pipe, Protected Invert	840	lin. ft.	7.50	6,300.00
8-inch Sewer Pipe	1,180	lin. ft.	1.60	1,888.00
12-inch Sewer Pipe	1,770	lin. ft.	1.75	3,097.50
15-inch Sewer Pipe	1,300	lin. ft.	2.75	3,575.00
18-inch Sewer Pipe	540	lin. ft.	3.25	1,755.00
21-inch Sewer Pipe	310	lin. ft.	4.00	1,240.00
24-inch Sewer Pipe	230	lin. ft.	4.25	977.50
6-inch Metal Drain Pipe	100	lin. ft.	5.00	500.00
Concrete Inlets, Type "C"	30	only	65.00	1,950.00
Concrete Inlets, Type "D"	2	only	80.00	160.00
Concrete Inlets, Type "G-1"	4	only	70.00	280.00
Concrete Inlets, Type "G-3 Modified"	1	only	80.00	80.00
Concrete Manholes	10	only	200.00	2,000.00
Concrete Curbs	260	cu. yds.	37.00	9,620.00
Class "A" Concrete	34	cu. yds.	75.00	2,550.00
Metal Reinforcement	3,000	lbs.	.20	600.00
Pipe Handrail	160	lin. ft.	7.00	1,120.00

Metal Guardrail	3,470 lin. ft.	$2.75	$ 9,542.50
6-foot Chain Link Wire Mesh Fence	3,300 lin. ft.	4.00	13,200.00
Coarse Crushed Material in Base	47,500 tons	1.95	92,625.00
3/4" - 0 Material in Base	9,100 tons	2.00	18,200.00
Sprinkling	1,200 M-gals.	2.50	3,000.00
Preparation of Base	All Required		1,000.00
3/4" - 0 Material in Binder Course	660 cu. yds.	3.70	2,442.00
Furnishing and Placing Aggregates	580 cu. yds.	4.25	2,465.00
RC-3 Asphalt	110 tons	42.00	4,620.00
120-150 Asphalt	46 tons	42.00	1,932.00
RS-1 Asphalt	14 tons	45.00	630.00
Class "B" Asphaltic Concrete	14,500 tons	6.20	89,900.00
Class "C" Asphaltic Concrete	380 tons	7.50	2,850.00
Extra for Paving Approaches	50 tons	30.00	1,500.00
Asphaltic Concrete Traffic Markers	3,000 lin. ft.	.75	2,250.00
Loose Riprap	30 cu. yds.	5.00	150.00
4' x 6' Single Metal Gates	4 only	150.00	600.00
12' x 6' Double Metal Gates	1 only	250.00	250.00
			$377,516.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Signing (Permanent)	All Required		500.00
Seeding and Mulching (State Force)	All Required		2,000.00
	Subtotal		$381,016.00
	10% Engr. & Cont.		38,101.60
	Total		$419,117.60

Length of Roadway - - - - - - 1.510 Miles
Cost of Roadway per Mile - - - $277,561.32

Federal Funds -	$259,200.00
State Funds -	79,958.80
County Funds -	79,958.80
	$419,117.60

State Funds for Construction: Chap. 175, Laws 1917
Chap. 31, Laws 1920
Chap. 529, Laws 1939

Funds for Maintenance: Chap. 529, Laws 1939

Note: Necessary funds have been deposited by Clackamas County with the Highway Department.

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

June 25, 1959

NOTED
V. R. JONES

Irving H. Curran, Auditor
Clackamas County Courthouse
Oregon City, Oregon

Dear Mr. Curran:

Attached is a copy of a letter to the Clackamas County Court in connection with the advance deposit required for the Boones Ferry Road-Oswego Section of FAS 680.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:cg

Att.

IRVING H. CURRAN

Phone OLive 6-2641

COUNTY OF CLACKAMAS
AUDITOR'S OFFICE

COUNTY COURT HOUSE OREGON CITY, OREGON

June 24, 1959

Oregon State Highway Commission
Salem, Oregon

A number of paid statements and invoices covering purchases made during the month of May were inadvertently destroyed. Your statement was among them.

It will be appreciated if you will send this office duplicate copies of the invoices and statement for the month of May, 1959, totaling the amount of $ 85,800.00.

Thank you,

Irving H. Curran
County Auditor

IHC:am

[illegible]
15305
14596
[illegible]

35,077.32

RECEIVED
JUL 1 1959
FOR FILING

June 22, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account Nos. 274, 276, covering directional signing on the Boones Ferry Road-Oswego Section of the Boones Ferry Road-Oswego Road in Clackamas County, Contract No. 5492, in connection with Federal Aid Project No. S-235(3).

This work is necessary for routing and guidance of traffic. It is not included in the work required of the contractor and will not relieve him of the responsibility of furnishing and maintaining warning signs, lights and barricades for the protection of traffic and workmen.

The contractor is not equipped to do this work, while the State has the materials, equipment and experienced crews to do the work most economically. The amount is too small to contract. Materials used have been purchased by competitive bids.

Your approval of this order under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $750.00 with Federal participation of $460.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DBP:mfh

Enc.

Form A-130—10M—6-58

NOTED

INVOICE
Oregon State Highway Department
SALEM, OREGON

Invoice No. 60759

Date June 15, 1959

Your Req. No.

Billing Request No. 60-483

Credit Distribution: 503-1075-297

Clackamas County
Oregon City,
Oregon

Attn: County Court

Advance Deposit	$ 85,800.00
Partial transfer county's share total costs of the Boones Ferry Road-Oswego Section of FAS 680 covered by agreement dated May, 1959	70,800.00
To be retained	$ 15,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $................

By ....

State Printing 13107

A

RECEIVED
JUN - 8 1959
FOR FILING

[illegible] (3)

5492

June 5, 1959

State Industrial Accident Commission
Public Service Building
Salem, Oregon

Attention: Mr. W. C. McLaughlin

Gentlemen:

This will acknowledge your letter of June 4 advising that M. J. Brassfield Co., Geo. E. Blaisdell & Son Const. Co., and Shirley G. Stone Co., 975 Imperial Drive N. E., Salem, are not on record with your Commission as a joint venture. This is in connection with our contract bid letting of May 26, 1959, on which they were the low bidders on our Contract No. 5492.

We are advising the contractors that they will be required to accept the provisions of the Workmen's Compensation Act in connection with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED
Harold C. Ayers

NOTED
[illegible] JONES

NOTED
[illegible]

June 4, 1959

Clackamas County Court
Courthouse
Oregon City, Oregon

Gentlemen:

Your advance deposit of $85,800 in connection with the Booness Ferry Road-Oswego Section of FAS 680 has been received and Contract No. 5492 has been awarded to M. J. Brassfield Company, George E. Blaisdell & Son, and Shirley G. Stone Company. A copy of the contract and a set of plans will be forwarded to you as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:cg

RECEIVED
JUN 30 1959

FOR FILING

[illegible]

5492

June 2, 1959

M. J. Brassfield Company,
George E. Blaisdell & Son Constr. Company,
Shirley G. Stone Company
975 Imperial Drive
Salem, Oregon

Gentlemen:

The State Highway Commission on May 28 accepted your proposal for grading and paving on the Boones Ferry Road-Oswego Section of the Boones Ferry Road-Oswego Road in Clackamas County for the sum of $377,516 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5492.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms the telephone notification of this date.

Very truly yours,

C. W. Hood, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

NOTED
J. Mc C.

NOTED
V. P. [illegible]

NOTED
C. G. SWENSON

Salem, Oregon
May 29, 1959

Clackamas County Advance Deposit

Mr. C. H. Maison
OFFICE

NOTED
[illegible]

NOTED
Harold C. Ayers

Attached is a Clackamas County check for $85,800 which represents the county's advance deposit in connection with the Boones Ferry Road-Oswego Section of FAS 680 upon which bids were accepted May 26.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

John F. Hagemann

NOTED
Harold C. Ayers

May 26, 1959

Clackamas County Court
Courthouse
Oregon City, Oregon

Gentlemen:

On May 26, the Highway Commission received a satisfactory bid from M.J. Brassfield Company, Geo. E. Glaisdell & Son, and Shirley G. Stone Company of Salem for constructing the Boones Ferry Road-Oswego Section of FAS 680. As per the agreement between County and State, the following advance deposit is required prior to award of a contract:

Bid Items		$377,516.00
Anticipated Additional Items		
Flagging	$1,000.00	
Signing	500.00	
Move Mail Boxes	250.00	
Seeding and Mulching	2,000.00	3,750.00
12-1/2% Engineering & Contingencies		47,658.25
Estimated Total Cost		$428,924.25

County advance deposit of 20% = $85,800

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit and a letter certifying that all right-of-way or rights-of entry as required for the project have been obtained, a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Ass't. County & City Relations Engineer

Rcvd.
5/29/59
503-1075
Cont# 5492

JFH:cg

RECEIVED
MAY 22 1959
FOR FILING

S-325(3)

5492

May 21, 1959

County Court of Clackamas County
Court House
Oregon City, Oregon

Gentlemen:

We are enclosing for the records and files of Clackamas County a fully executed copy of a Finance Agreement between the State Highway Commission and Clackamas County covering the Boones Ferry-Oswego Section of FAS 680 in Clackamas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 11, 1959
Salem, Oregon

SUBJECT: FAS Project Agreement
Clackamas County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Boones Ferry-Oswego Section of FAS 680 in Clackamas County. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on April 23, 1959.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 4-23-59 agenda Item 4-l
Lloyd Query

NOTED
V. B. [illegible]

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

May 21, 1959

Clackamas County Court
Courthouse
Oregon City, Oregon

[illegible]

Gentlemen:

Reference is made to your letter of May 19 with attached copy of a letter from Mary Goodall suggesting the incorporation of a planting strip along the edge of the proposed Boones Ferry Road-Oswego Section of FAS 680 (County Market Road No. 31).

The plans for this project have been completed and the project advertised for bids to be tendered on May 26. Any revision in the plans at this time would require the cancellation of this project from the May 26 bid letting and, in effect, preclude any possibility of its construction during 1959. Also right-of-way acquisition which you have nearly completed was based on the right-of-way required for the project as presently designed and any provision for additional planting strips would require the county to renegotiate for additional right-of-way.

The project as presently designed provides cut and fill slopes varying from 1½:1 to 4:1 outside the roadway and footpath area. After the project is completed it might be possible to landscape these slope areas; however, this would be a matter for determination by the County Court.

It should be kept in mind that any landscaping which may be attempted should not encroach on the roadway and shoulder area or interfere with sight distances at intersecting roads. Such encroachment or blocking of sight distance would be in violation of paragraph eight, page six, of the agreement between county and state which generally provides the county will permit no encroachments upon the right-of-way which will permanently interfere with the free and convenient flow of traffic. Future maintenance of the completed project should also be taken into consideration by the county in making any landscaping plans.

Very truly yours,

W. C. Williams
State Highwy Engineer

By

JFH:cg

John F. Hagemann
Ass't. County & City Relations Engineer

COUNTY OF CLACKAMAS

C. E. LATOURETTE, Judge
DARRELL JONES, Commissioner
S. C. ELY, Commissioner

COUNTY COURT

Phone OLive 6-2641

COUNTY COURT HOUSE OREGON CITY, OREGON

May 19, 1959

RECEIVED
MAY 21 1959

Mr. John Hagemann
State Highway Commission
Salem, Oregon

Dear Mr. Hagemann:

We enclose a copy of a letter received from Mary Goodal which is self-explanatory.

Will you please peruse the letter and let us know if there is any possibility that these recommendations could be considered or if the project has progressed to the place that these ideas are not feasible.

Sincerely,

CLACKAMAS COUNTY COURT

Ed Latourette
County Judge

S. C. Ely
Commissioner

Commissioner

CEL/ls
cc Mrs. Kenneth Goodal
1561 Chandler Road
Oswego, Oregon

COPY

1561 Chandler Road
Oswego, Oregon

May 18, 1959

RECEIVED
MAY 21 1959
ENGINEER

Clackamas County Court
Oregon City
Oregon

Dear Sirs:

I am writing to ask if you would consider doing something that would make a lot of people in the Oswego area very happy; and this at little or no cost to you.

I note that the paving of A Avenue on the wayto Oswego High School is on the agenda. If you would have your engineers designate a strip along the edge where we culd plant young trees in uniform spacing, then I am sure you would be giving your blessing to a project which would make this corner of Clackamas county beautiful. The idea might be carried on along Iron Mountain boulevard where a fringe of flowering cherry trees bould be planted if there is designated room for it.

I am sure the garden clubs and other interested citizens would cooperate on this. Arbor Day might be a great tree-planting day for our school children.

I can't help but think we all pulled a terrible boner not to have an avenue of trees down the center of A. What do you think? I have seen the boulevards of Paris and they would be no more beautiful, if only we did something about things of this kind.

If you would give such a project your approval to such a step, I would offer my services in seeing garden clubs. If needed, I am handy with a shovel!

Sincerely,

/s/ Mary Goodall
(Mrs. Kenneth Goodall

RECEIVED
MAY 25 1959
FOR FILING
S 325(2)

5492

Finance # 258

Salem, Oregon
May 21, 1959

FAS Project Agreement
Clackamas County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of a finance agreement with Clackamas County covering the Boones Ferry-Oswego Section of FAS 680 in Clackamas County.

A conformed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Clackamas County.

Secretary

rn
Attach: 1

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
May 14, 1959

Boones Ferry Road-Oswego Section
FAS 680
Clackamas County

Mr. Tom Edwards
Construction Engineer
OFFICE

NOTED
V R. JONES

Attention: Mr. D. J. Barbee

Clackamas county has advised that in securing right-of-way from the Platou property for the above named project, Mr. Platou would not sign an option unless he was assured of two accesses to his property. Mr. Platou's property lies on the north side of the road immediately west of the Goodal Road intersection and he has requested accesses of stations 40/00 and 41/00.

The county has been advised through Mr. Crampton that if it is physically feasable the approaches to Mr. Platou's property would be constructed.

Will you please inform all interested parties in the Construction Division.

C. G. Swenson
Engineer, County & City Relations

RHP:cg

NOTED
Harold C. Ayers

COUNTY OF CLACKAMAS

C. E. LATOURETTE, Judge
DARRELL JONES, Commissioner
S. C. ELY, Commissioner

COUNTY COURT

Phone OLive 6-2641

COUNTY COURT HOUSE OREGON CITY, OREGON

April 30, 1959

City & Co. Relations

RECEIVED
MAY 4 1959

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Query

Boones Ferry Road
Oswego Section of
Re: FAS 680, Clack Co –

Dear Sir:

We wish to acknowledge your letter of April 27th, 1959 wherein your Commission accepted the County's proposal that we deposit $50,000 at the time of the awarding of the contract and that the Highway Commission would grant us until after July 1st, 1959 to pay the balance.

We are grateful for this concession but due to circumstances we find that we will be able to pay the full amount if and when the contract is awarded, therefore, we will not take advantage of this kind offer.

Sincerely,

CLACKAMAS COUNTY COURT

E. Latourette
County Judge

Darrell Jones
Commissioner

S. C. Ely
Commissioner

NOTED
FLOYD QUERY

SCE/dab

NOTED
C. C. [illegible]

R

RECEIVED
MAY 21 1959
FOR FILING

Glenn L. Jackson, Member
Medford

S 325 [illegible]

5492

agenda Item
4d

April 27, 1959

Clackamas County Court
County Court House
Oregon City, Oregon

Market Road

Gentlemen:

The State Highway Commission at its meeting April 16 approved your request of March 10 for the financing of the County's share of the Boones Ferry Road, Oswego Section, of FAS 680.

The proposal as approved provides that the County deposit with the State $50,000 before award of a contract, and the balance after July 1, 1959, in the event that the County wishes to proceed on this basis.

At the present time it is contemplated that bids will be received for this Section in late May, probably May 26.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: C. G. Swenson

NOTED
V. R. JONES

NOTED
C. G. SWENSON

COUNTY OF CLACKAMAS
COUNTY COURT

C. E. LATOURETTE, Judge
DARRELL JONES, Commissioner
S. C. ELY, Commissioner

Phone OLive 6-2641

COUNTY COURT HOUSE OREGON CITY, OREGON

April 21, 1959

NOTED
Harold C. Ayers

Mr. Fred Hagemann, Assistant Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dear Fred: Re: Market Road No. 31

In reviewing our copy of the plans for the improvement of Market Road #31 from the Oswego city limits to Boones Ferry Road, we find that the plans do not include the five foot walkway west of Knauss Road.

We feel that this walk is an important part of the improvement project since it was the cause of initiating the project in the first place. There is a definite need for the walk and we sincerely hope that your Engineering Department will be able to include the walk into the plans for the entiredistance between the school driveway and the City of Oswego in time for the May call for bids.

Sincerely,

CLACKAMAS COUNTY COURT

Ed Latourette
County Judge

S. C. Ely
Commissioner

Darrell Jones
Commissioner

DJ/dab

RECEIVED
APR [illegible] 1959
ENGINEER
COUNTY & CITY RELATIONS

NOTED
C. C. SWENSON

NOTED
Harold C. Ayers

April 17, 1959

Clackamas County Court [illegible] 680
Courthouse
Oregon City, Oregon

Gentlemen:

On April 16 the Highway Commission approved the County FAS project as described in the attached tabulation. The Commission also approved your proposal to deposit $50,000 at the time bids are accepted and the balance after July 1 in the event you wish to use this method of financing.

We presently plan to accept bids on this project on May 26. In the event you find that you will be unable to obtain the right-of-way by that date, please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

Att: 59-c

NOTED
JOHN D. GRAHAM

PROPOSED PROJECT
CLACKAMAS COUNTY

FAS 680 - Boones Ferry Road-Oswego Section, $500,000. This section extends from the Boones Ferry Road, FAS 681, easterly to the Oswego city limits, including approximately 1500' along the Boones Ferry Road as required to channelize the intersection.

The proposed project is to construct a four-lane facility to an improved grade and alignment in accordance with the plans already worked up and in the Salem office. Clackamas County is presently acquiring right-of-way under a separate FAS project approved by the Highway Commission 5/16/57.

Funds in addition to the $500,000 programmed are available if required.

[illegible]

R/W for this project
was acquired as
FAS.C Proj. S-325(2),
1959-1960

See R/W Section files

59-c
3/13/59

RECEIVED
MAR 1959
FOR FILING

FORM E-30X—37,800—2-57—1477

S 325(3)

5492

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1959

To: Mr. C. B. Maison
OFFICE

SUBJECT: County R/W Acquisition
Boones Ferry Road-Oswego Section
FAS 680, Clackamas County

As per the agreement between State and County covering the subject named project, the State is to make certain payments into a trust fund established with Clackamas County upon receipt of specified documents from the county.

Attached is a copy of a letter from Clackamas County forwarding photostatic copies of deeds and checks made in payment for deeds totaling $1,405 and requesting deposit by the State into the trust fund the amount of $1,124 (80% of total payments). These deeds have been checked against our records and the payment against the appraisals and found to be in order.

It is recommended that proper steps be taken to pay into the trust fund the $1,124 in accordance with the agreement.

The Office Engineering Division has already submitted one copy of each deed to the B.P.R.

John F. Hagemann
John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

cc: G. S. Paxson
S. H. Probert

NOTED
SON

RECEIVED
MAR 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

IRVING H. CURRAN

Phone Oregon City 2641 — Ext. 46
OLive 4-6991 — Ext. 46

COUNTY [illegible] KAMAS
A[illegible]
COUNTY COURT HOUSE [illegible] CITY, OREGON

March 17, 1959

State of Oregon
State Highway Commission
Salem, Oregon

Attention: Mr. G. H. Paxson

Gentlemen:

Reference is made to our letter of November 24, 1958, where we submitted to you a request for 80% reimbursement of amounts paid in purchase of rights-of-way for reconstruction of Market Road #1 in Clackamas County, Oregon, as per agreement entered into the 12th day of December, 1957, by and between the State of Oregon and Clackamas County, Oregon. As of this date we have not received the $1,124.00 reimbursement requested; also enclosed find support for additional reimbursement on property purchased for right-of-way since our November 24th, 1958 request for reimbursement.

R/W File No.	Name	Document	Check No.	Amount Paid	Appraisal
26569	School District No. 7	Warranty Deed	UV02015	$ 2,027.50	$7615
26657 $1,243 only	Ella M. Wyatt, Ward C. Smith and Ruth Carter Smith	Warranty Deed	UV02601	6,000.00	$5,050
26685 P. 2	Richard L. Wysong & Marjorie E. Wysong	Warranty Deed	UV03065	2,150.00	$1,965
		Total		$10,177.50	
		Less 20%		$ 2,035.50	
		Reimbursement Requested		$ 8,142.00	

Very truly yours,

Irving H Curran

Irving H. Curran,
County Auditor

IHC:ab

RECEIVED
MAR [illegible] 1959
FOR FILING

S325(3)

5492

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

March 20, 1959
Salem, Oregon

To: Mr. C. H. Maison
OFFICE

SUBJECT: County R/W Acquisition
Boones Ferry Rd-Oswego Section
FAS 680, Clackamas County

As per the agreement between state and county covering the subject named project, the state is to make certain payments into a trust fund established with Clackamas County upon receipt of specified documents from the county.

Attached is a copy of a letter of transmittal from the Clackamas County Auditor and photostats of deeds and checks covering parcels of property acquired under the terms of the agreement.

The deeds have been checked against the R/W maps and were found to be in order. A summary of the property involved is as follows:

R/W File No. 26,569, Parcels 1, 2, and 3.	
School Diestrict No. 7	
Appraised Value	$7,615.00
County Payment-Warranty Deed	$2,027.50
(Note: Other construction items enter into this settlement)	
R/W File No. 26,657, Parcels 1, 2, and 3.	
Ella N. Wyatt, Ward C. & Ruth Carter Smith	
Appraised Value	$5,050.00
County Payment-Warranty Deed	$6,000.00
R W File No. 26,653, Parcel 2.	
R.L. & M.E. Wysong	
Appraised Value	$1,965.00
County Payment-Warranty Deed	$2150.00

RECEIVED
MAR 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

The two instances where the settlements exceed the appraisals are supported by recent sales of similar property in this area and the B.P.R. advises the the settlements as supported will very likely be acceptable for participation.

NOTED

It is recommended that proper steps be taken to pay into the trust fund the $8,142 requested (80% of total payments) in accordance with the agreement. If you wish any further information, please advise.

John F. Hagemann
John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg
Att.
cc: G. S. Paxson, S.H. Probert

RECEIVED
MAR 13 1959
FOR FILING

[illegible]
54-2

March 12, 1959

Oregon State Highway Commission

Gentlemen:

Clackamas County has been buying the right of way for work on its Market Road No. 31, west of Oswego, for a county FAS project. It now advises that it has, or can immediately procure, all the right of way necessary and wants to get the job done this year if possible.

The project will require approximately $100,000 of county money to match the federal and state contribution. The County has $50,000 on hand now and will agree to deposit with us the remainder of the amount required immediately following July 1, 1959.

In order to get the project completed, it should be contracted in April and I would recommend to you that the proposal be accepted.

Very truly yours,

W. C. Williams
State Highway Engineer

JFH:cg:ae

cc to: Mr. G. S. Paxson
Mr. C. H. Maison
Mr. C. G. Swenson

FORM E-30 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1959

SUBJECT: Boones Ferry Road - Oswego
FAS 680
Clackamas County

To: Mr. G. S. Paxson
OFFICE

Attached is a letter from the Clackamas County Court confirming its verbal request for financing the subject named FAS construction project.

John F. Hag
John F. Hagemann
Assistant County & City Relations Engineer

JFH:og
Att.

RECEIVED
[illegible] 13 1959
OFFICE OF
STATE HIGHWAY ENGINEER

COUNTY OF CLACKAMAS

COUNTY COURT

C. E. LATOURETTE, Judge
DARRELL JONES, Commissioner
S. C. ELY, Commissioner

Phone OLive 6-2641

COUNTY COURT HOUSE OREGON CITY, OREGON

March 10, 1959

RECEIVED
MAR 12 1959
ENGINEER
COUN

Mr. John F. Hagemann
Assistant County and City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

This letter is to confirm our recent verbal request that construction planned for Market Road 31 west of the City of Oswego be placed under contract as soon as possible.

In our verbal request we asked that we be permitted to deposit upon demand the sum of $50,000.00 with the balance of the County's share of this contract to be paid immediately following July 1, 1959. We realize that this is rather an unusual request, but we believe that the interest of the public can best be served by getting this job under way as soon as possible and we would sincerely appreciate any help the Highway Commission could give us in line with this request.

Sincerely,

CLACKAMAS COUNTY COURT

Absent due to illness
County Judge

Commissioner

Darrell Jones
Commissioner

DJ/ls

RECEIVED
MAR 10 1959
FOR FILING

S 325 (3)

5442

Salem, Oregon
March 9, 1959

County road secondary
project near Oswego

Mr. C. G. Swenson

We will be willing to recommend to the Highway Commission that we enter into an agreement with Clackamas County whereby the County deposits $50,000 to cover its portion of the proposed project at the time the contract is awarded and that it pay the balance immediately after July 1, 1959. We can get this project ready as soon as it is programmed and the design made.

G. S. Paxson

GSP:gm
cc Mr. W. C. Williams

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
Harold C. Ayers

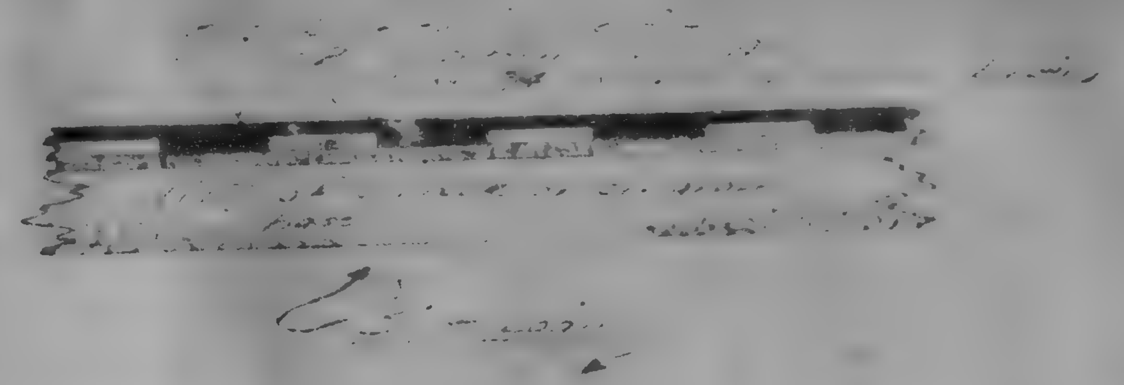
NOTED

NOTED
V. R. JONES

Section [illegible] Highway [illegible] County [illegible]

Res. Engr. ______ Length of Project [illegible] Miles. Sta. [illegible] to Sta. [illegible]

TYPICAL SECTIONS [illegible]



NOTED
John F. Hagemann

Required		Designed	
Base & Wear		Base	Wear
Crushed	Not Crushed	Exist. Surf. Allow.	New Work

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	[illegible]
[illegible]								

RECEIVED
FEB 3 1958

Submitted by [illegible]

Recommended by [redacted]
Construction Engineer

Recommended by ______
Engineer of Materials

Approved by ______

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

RECEIVED
FEB 26 1959
FOR FILING

S-325(2)

[illegible]

February 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In regard to your questioning the width of three parcels of right of way in the Upland Subdivision on the Boones Ferry Road-Oswego Section, Project No. S-325(2), we are sending a map showing the proposed distance out from centerline of the cut and fill slopes.

There is a channel change from Station 34+50 to Station 44+00 which adds to the width needed plus the high cut at Station 36+00 to Station 39+50.

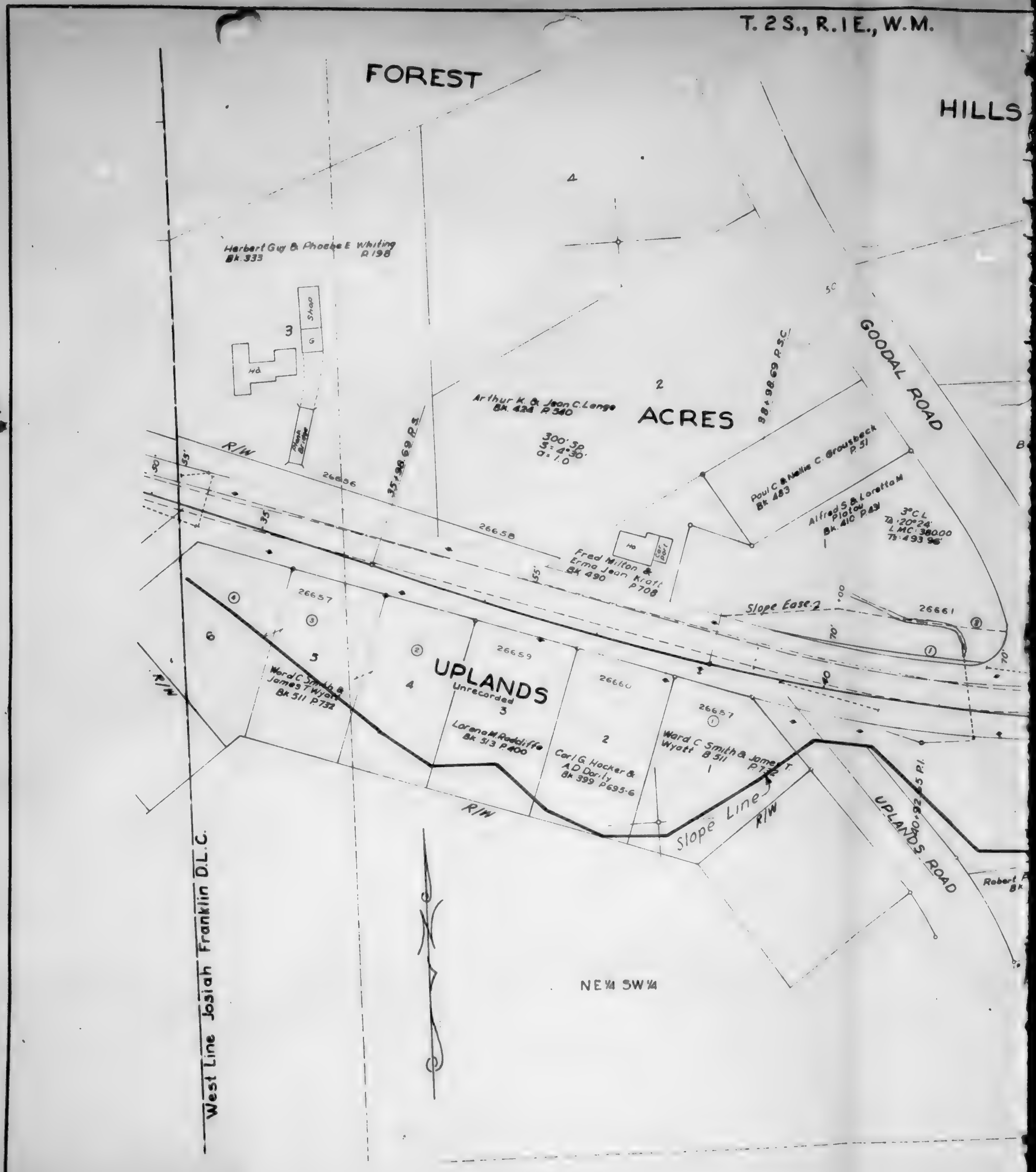
Very truly yours,

W. C. Williams
State Highway Engineer

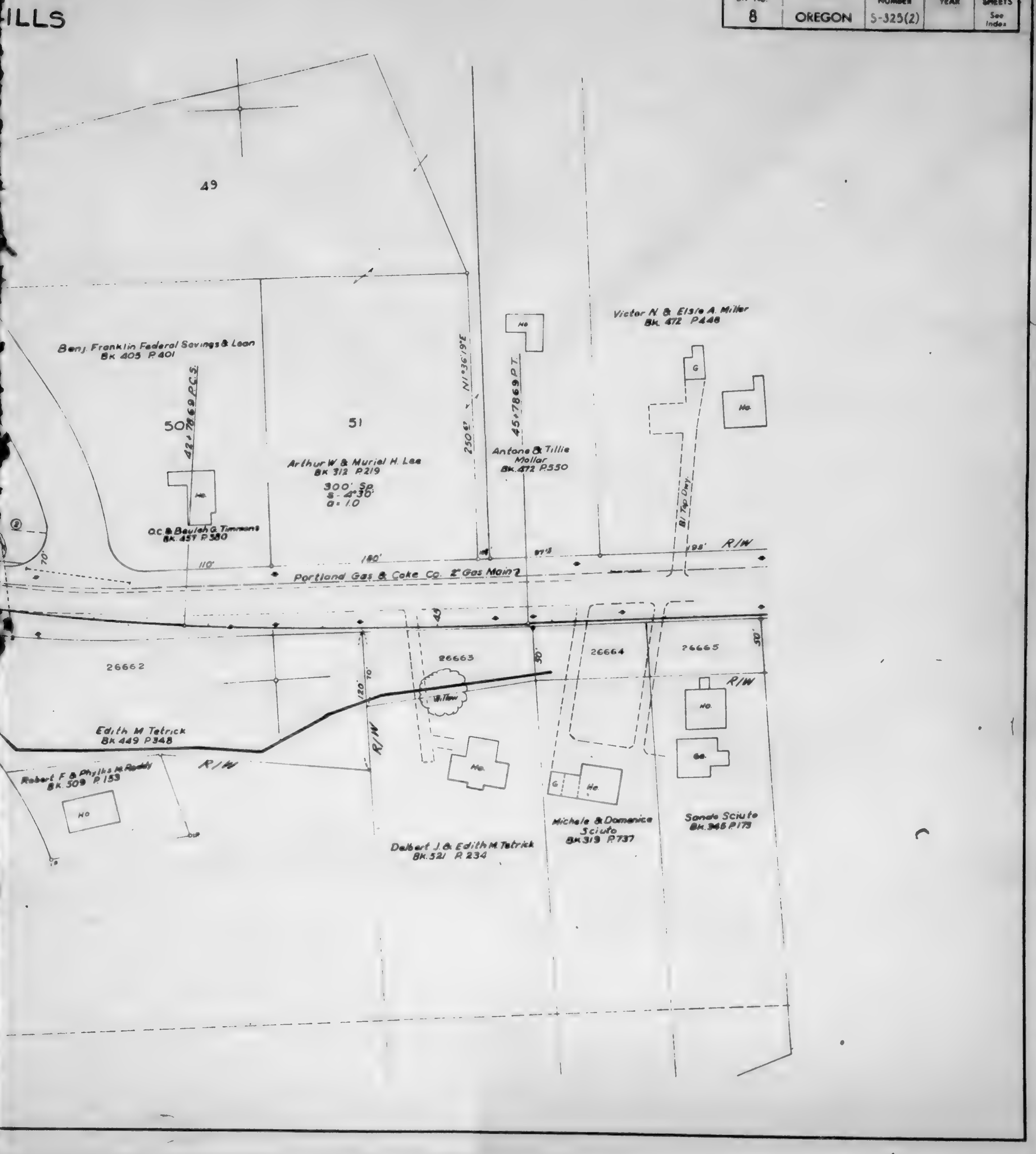
DAR:mfh

By

Forrest Cooper
Deputy State Highway Engineer


T. 2 S., R. 1 E., W.M.
FOREST
HILLS
ACRES
4
Herbert Guy & Phoebe E Whiting
Bk. 333 P. 198
Shop
G
3
Hd
Plank Bridge
Arthur K. & Jean C. Lange
Bk. 424 P. 340
2
300' Sp.
S = 4°30'
a = 1.0
R/W
50'
35'
26656
35+98.69 P.S.
35
26658
55'
Ho
Car Port
Fred Milton & Erma Jean Kraft
Bk 490 P708
38+98.69 P.S.C.
5C
GOODAL ROAD
Paul C & Nellie C. Grousbeck
Bk 483 P. 51
Alfred S & Loretta M Plotou
Bk. 410 P. 431
3°C L
TΔ: 20°24'
L MC: 380.00
Ts: 493.96
Slope Ease. 2
00'
26661
70'
①
⑧
70'
40
④
③
26657
6
5
Ward C Smith & James T Wyatt
Bk 511 P.732
②
4
UPLANDS
Unrecorded
26659
3
Lorena M. Raddiffe
Bk 513 P.400
26660
2
Carl G. Hocker & A.D. Dorily
Bk 399 P695-6
26657
①
Ward C Smith & James T. Wyatt B 511 P.732
1
R/W
Slope Line
R/W
UPLANDS ROAD
40+92.25 P.I.
Robert
Bk
B
R/W
West Line Josiah Franklin D.L.C.
NE¼ SW¼

BOONES FERRY RD. - OSWEGO SECTION BOONES FERRY RD - OSWEGO ROAD CLACKAMAS COUNTY				SHEET No 4
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	S-325(2)		See Index



RECEIVED
NOV 26 1958
FOR FILING

Salem, Oregon
November 25, 1958

Right of way purchases for
Market Road 31, Clackamas Co.

Mr. R. L. Porter

Herewith a letter from the Auditor of Clackamas County billing us for right-of-way purchases for the reconstruction of Market Road No. 31 in Clackamas County. This is a project in which the County was acquiring the right of way, for which it was to be reimbursed from federal aid secondary and state funds.

G. S. Paxson

GSP:gm
Encl.

cc Mr. W. C. Williams

IRVING H. CURRAN

COUNTY OF CLACKAMAS
AUDITOR'S OFFICE
COUNTY COURT HOUSE OREGON CITY, OREGON

November 24, 1958

State of Oregon
State Highway Commission
Salem, Oregon

Attention: Mr. G. H. Paxson

Gentlemen:

In accordance with an agreement made and entered into the 12th day of December, 1957, by and between the STATE OF OREGON, by and through its State Highway Commission and CLACKAMAS COUNTY, OREGON, we submit herewith under THINGS TO BE DONE BY COUNTY, the required documents; seeking reimbursement of 80% of amounts paid in purchase of rights-of-way for the reconstruction of Market Road 31 in Clackamas County, Oregon.

R/W File No.	Name	Document	Check No.	Amount Paid	Appraisal
26676	George Van Dyck & Barbara E. Van Dyck	Warranty Deed	FV02954	$ 680.00	$680
26677	George La Husen & Jane D. La Husen	Warranty Deed	FV02955	75.00	75
26678	Ruby M. Moore	Warranty Deed	UV00086	600.00	600
26679	Ruby M. Moore	Warranty Deed	UV00087	50.00	50
		Total		$1,405.00	
		Less 20%.		281.00	
		Reimbursement Requested		$1,124.00	

Very truly yours,

Irving H. Curran,
County Auditor

IHC:at

RECEIVED
JUN 30 1958
FOR FILING

FORM E-209—27,000—8-57—1477

B 325.30

5492

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1958

SUBJECT:
County Right-of-Way Acquisition
Boones Ferry Road - Oswego Section
FAS 680, Clackamas County

To:
Mr. C. H. Maison
O F F I C E
G. S. Paxson

As per the agreement between State and County covering the subject named project the State is to make certain payments into a trust fund established with Clackamas County upon receipt of specified documents from the county. Conformed copies of the agreement are attached.

Also attached is a letter from the Clackamas County Auditor forwarding photostatic copies of deeds and checks made in payment for the deeds totaling $6,448.75 and requesting payment by the state into the trust fund the amount of $5,159 (80% of total payments). We have checked these deeds against our right-of-way map and the payment against the appraisals and find them to be in order. A summary of the property involved is as follows:

R/W File No. 26657 Parcel #4	
Ward C. Smith and Ella N. Wyatt	
Appraised Value	$2,000.00
County Payment	--
Warranty Deed	1,848.75
Assignment of Contract (K. J. & M. A. Bain)	400.00
Total	$2,248.75
R/W File No. 26664	
Domenica Sciuto	
Appraised Value	$ 507.00
County Payment - Warranty Deed	507.00
R/W File No. 26665	
Sando Sciuto	
Appraised Value	$ 970.00
County Payment - Warranty Deed	993.00
R/W File No. 26667	
Mateo Sciuto	
Appraised Value	$ 800.00
County Payment - Warranty Deed	700.00

R/W File No. 26659	
Lorena M. Radcliffe (formerly Jansen)	
Appraised Value	$1,500.00
County Payment - Warranty Deed	1,500.00
R/W File No. 26666	
Jack & Fanne Sagan	
Appraised Value	$ 500.00
County Payment - Warranty Deed	500.00

The two instances where the settlement exceeds the appraisal have been checked with Mr. Mathias of the Bureau of Public Roads and he has advised that the settlement amount is acceptable.

It is recommended that proper steps be taken to pay into the trust fund the $5,159 in accordance with the agreement. If you wish any further information on this matter, please advise.

~~W. C. Williams~~
~~State Highway Engineer~~

~~By~~

John F. Hagemann
John F. Hagemann
Asst. County & City Relations Engineer

JFH:be
Att.

cc: G. S. Paxson
S. H. Probert

RECEIVED
JUN 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

IRVING H. CURRAN

Phone Oregon [illegible]

COUNTY OF CLACKAMAS
AUDITOR'S OFFICE
COUNTY COURT HOUSE OREGON CITY OREGON

June 23, 1958

State of Oregon
State Highway Commission
Salem, Oregon

Attention: Mr. G. H. Paxson

Gentlemen:

In accordance with an agreement made and entered into the 12th day of December, 1957, by and between the STATE OF OREGON, by and through its State Highway Commission and CLACKAMAS COUNTY, OREGON, we submit herewith under THINGS TO BE DONE BY COUNTY, the required documents, seeking reimbursement of 80% of amounts paid in purchase of rights-of-way for the reconstruction of Market Road 31 in Clackamas County, Oregon.

	Name	Document	Check No.	Amount Paid
[illegible]	Ward C. Smith & Ella N. Wyatt	Warranty Deed	FV 02956	$1,848.75
157 road 4	Kenneth J. Bain & Marion A. Bain	Assignment of Contract	FV 02957	400.00
26664	Domenica Sciuto	Warranty Deed	FV 03485	507.00
26665	Sando Sciuto	Warranty Deed	FV 03484	993.00
26667	Mateo Sciuto	Warranty Deed	FV 02983	700.00
26659	Lorena M. Radcliffe	Warranty Deed	FV 02547	1,500.00
26666	Jack Sagan & Fanne Sagan	Warranty Deed	FV 03495	500.00
		Total		$6,448.75
		Less 20%		1,289.75
		Reimbursement Requested . .		$5,159.00

Very truly yours,

IRVING H. CURRAN
County Auditor

IHC:jlw

NOTED
V. [illegible] JONES

NOTED
Harold C. Ayers

FORM E-90X—37,500—9-57—8894

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
[illegible]

SUBJECT:

Portland, Oregon
February 5th, 1958

To:

Boones Ferry Road-Oswego Section
Market Road No. 31
Clackamas County

Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: D. J. Barbee

Attached hereto is copy of a letter received from Mr. W. J. Dorner, Consulting Engineer for the Forest Highlands Water District, who have taken over the facilities of the Lake Oswego Water Company. He requests plan and profile of our proposed improvement between the west city limits of Oswego and the Oswego Junior and Senior High Schools. It is suggested that Curtis Baker check, as there has been some mention of state participation.

I am writing Mr. Dorner to advise him that the state should be furnished a copy of his final plans for check before construction is actually started.

ORIGINAL SIGNED BY A. V. BENEDICT

A. V. BENEDICT
Assistant Division Engineer

AVB:w
Encl.
cc: Clackamas County Court
Oregon City, Oregon

C. G. Swenson ✓

N. C. Broadwell

NOTED
JOHN D. GRAHAM

RECEIVED
FEB 6 1958
ENGINEER
COUNTY & [illegible]

NOTED
C. G. SWENSON

INSPECTIONS
INVESTIGATIONS
REPORTS

ESTIMATES
SPECIFICATIONS
DESIGNS

W. J. DORNER
CONSULTING ENGINEER
CIVIL—STRUCTURAL

PHONE CA 8-3466

429 S W FOURTH AVENUE
PORTLAND 4 OREGON

4 February 1958

Mr. Albert G. Skelton, Division Engineer
Oregon State Highway Department
9200 S.E. McLoughlin Blvd.
Portland 2, Oregon

Re: Forest Highlands Water District

At: Mr. Al Johnson

Dear Sir:

The Forest Highlands Water District which spans the Clackamas County Market Road No. 31, between the west city limits of the City of Oswego and the property of the Lake Oswego Junior and Senior High Schools, is faced with a construction problem in view of the proposed improvements on the above road.

Due to building restrictions imposed by Clackamas County Zoning Commission in regard to the inadequacies of the Lake Oswego Water Company now serving the area, the people of district approved a bond issue in the amount of $335,000.00, an amount approaching the legal bonded indebitness of the district, to acquire and improve the source, storage and distribution such that adequate facilities may be provided.

An important phase of this improvement is the laying of a main of adequate size on Market Road No. 31. For the planning of this work it is desireable to have from the Oregon State Highway Department an alignment and profile of the proposed highway improvement such that, any work done by the water district would not have to be redone during the road improvement, unless the Highway Depatrment could participate in the cost of raising or lowering of this main.

I have been appointed the engineer for the Forest Highlands Water District by the Water Board, and any information you may be able to forward at this time would be of help in solving our problem.

Yours very truly

CC Forest Highlands Water Board (1)
File (1)

W. J. Dorner

S-76(4) E. Unit, Weston-Weston Mt. 1959
Sec. (Grad. & Pav.)
#5493

RECEIVED
MAR 6 1961
FOR FILING

3-76 (4)

5493

March 3, 1961

Union Oil Company of California
Yeon Building
Portland 8, Oregon

Attention: J. G. Mertz
Credit Department

Dear Mr. Mertz:

Your letter of March 2 concerning the status of the C. R. O'Neil Contract 5493 was received in today's mail.

We have again examined our records, which indicate the following:

> This project was awarded June 3, 1959. The time limit was 145 workdays from June 13, 1959. The contract was completed July 11, 1960 and accepted by the Oregon State Highway Commission August 18, 1960.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:rj

Union Oil Company of California

YEON BUILDING PORTLAND 8, OREGON

March 2, 1961

Mr. C. W. Head
Oregon State Highway Commission
Salem, Oregon

Contract #5493
Original Contractor: C. R. O'Neil
Sub-Contractor: J. C. Compton

Dear Mr. Head:

We recently asked your office to advise us when Contract #5493 was completed and accepted. Your prompt reply indicated that the Contract was accepted on August 18, 1960.

We previously understood that work started on this job on June 13, 1960 and the estimated date for completion of the Contract was 145 working days from that date. The description of the Contract was for work "East of Weston on Old Elgin Highway. Grading and paving, east unit, Weston-Mountain, Weston-Elgin Secondary Highway, Umatilla County."

Since there is some doubt in our records about the actual completion and acceptance date, we would appreciate your office again telling us the official completion and acceptance date for this work.

Thank you very much for your assistance.

Sincerely yours,

J G Mertz

JGM:nlw
J. G. Mertz

Credit Department

RECEIVED
MAR 3 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

FORM 401 P

W. C. Williams

T

RECEIVED
FEB 17 1961

FOR FILING
8-76(4)
5-4-9-3

NOTED
W. C. WILLIAMS

February 17, 1961

FINAL COST ANALYSIS

Grading and Paving
Contractor: C. R. O'Neil
Resident Engineer: L. V. Blickenstaff

E. Unit, Weston-Weston Mountain
Contract No. 5493

Weston-Elgin Highway
Prefix No. 130-1075

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	All	Lump	2,000.00	5,979.57	5,979.57	2,000.00
Drainage Excav., Unclass.	527.47	Cu. Yd.	2.00	2.09	1,107.42	1,054.94
General Excav., Unclass.	296,931.70	Cu. Yd.	0.41	0.48	142,242.96	121,742.00
Short Overhaul	639,233	Yd. Sta.	0.01	0.011	7,134.43	6,392.33
Long Overhaul	6,532.80	C-Yd. Sta.	0.35	0.39	2,551.93	2,286.48
Finish R.B. & Slopes	3.79	Mile	750.00	837.06	3,172.48	2,842.50
Rounding Cutbanks	8,000	Lin. Ft.	0.15	0.17	1,339.33	1,200.00
18" Corr. Mtl. Pipe	224	Lin. Ft.	4.75	4.39	983.35	1,064.00
24" Corr. Mtl. Pipe, 12 ga.	286	Lin. Ft.	9.00	8.51	2,435.67	2,574.00
12" Concrete Pipe	681	Lin. Ft.	2.50	2.11	1,434.93	1,702.50
18" Concrete Pipe	1,017	Lin. Ft.	4.45	3.87	3,936.34	4,525.65
24" Concrete Pipe	165	Lin. Ft.	6.50	5.62	928.05	1,072.50
Salvage Culvert Pipe	15	Lin. Ft.	3.00	2.05	30.77	45.00
***Metal Guardrail	7,612	Lin. Ft.	2.33	2.42	18,473.29	17,735.96
***White Guide Posts, Dbl. Refl.	161	Only	4.50	4.63	746.69	724.50
***Metal Snow Fence	2,856	Lin. Ft.	4.55	4.70	13,448.93	12,994.80
*Coarse Cr. Mat'l in Base	72,575.56	Ton	1.15	1.22	89,048.33	83,461.89
*3/4"-0 Cr. Mat'l in Base	8,300.15	Ton	1.25	1.22	10,191.55	10,375.19
*&**Sprinkling	1,202	M-Gal.	3.00	3.68	4,432.60	3,606.00
**Preparation of Base	3.79	Mile	150.00	201.17	762.46	568.50
*&**3/4"-0 Mat'l in Binder Crse.	660	Cu. Yd.	2.85	2.71	1,794.40	1,881.00
**MC-2 Asphalt	86.25	Ton	48.00	39.50	3,407.49	4,140.00

FINAL COST ANALYSIS - Contract No. 5493
E. Unit, Weston-Weston Mountain Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*&**Asphaltic Conc. Mix.	13,605.71	Ton	3.70	3.05	41,561.38	50,341.13
**85-100 Asphalt in Mixture	708.24	Ton	36.50	35.73	25,306.32	25,850.76
**Extra for Paving Approaches	14	Only	30.00	28.88	404.37	420.00
*PA#1 3/4"-0 Mat'l in Stockpile	749.20	Ton	1.05	0.83	628.60	786.66
PA#2-1 Type 1 Fence	73.33	Rod	5.80	5.91	433.95	425.31
PA#2-2 16' Metal Gate	1	Each	100.00	107.93	107.93	100.00
*PA#3-1 3/4"-0 Mat'l in Base	795	Cu. Yd.	1.71	1.15	917.17	1,359.45
*PA#4-1 Purch. Exc. Cr. Mat'l in S.P.	197.40	Cu. Yd.	1.00	1.15	227.73	197.40
Force Account (State participation in Flagging)					4,419.70	4,419.70
Force Account (Equipment and Labor)					711.39	751.53
					$390,301.51	$368,641.68

	Gross Revenue	Total Cost	Net Profit	Net Loss	% profit	% Loss
C.R. O'Neil	187,156.82	213,962.83		26,806.01		14.32
Frank G. Baulne	114,294.68	114,462.94		168.26		.14
J.C. Compton Co.	67,190.18	61,875.74	5,314.44		7.91	
	368,641.68	390,301.51		21,659.83		5.87

C.R. O'Neil
* Frank G. Baulne, Inc. (all or in part)
** J.C. Compton Co. (all or in part)
*** Highway Protection Corp. (all or inpart)

DETAIL OF COST - Contract No. 5493
C.R. O'Neil

Labor:				
Labor, Supervision and Travel Time			$ 65,767.45	
Labor Insurance			4,730.63	
Health, Welfare and Pension			2,009.48	$ 72,507.56
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental, Owned			85,366.44	
Equipment Rental, Hired w/o operator			12.50	
Equipment Rental, Hired fully operated			249.69	
Gas, Oil and Grease			10,842.73	
Bond			487.45	
Drill Steel and Explosives			4,960.65	
Home Office and General Overhead			824.98	
Move In			2,109.52	
P.U.C.			778.63	
Small Tools and Miscellaneous Supplies			512.78	106,145.37
Materials:				
18" Corr. Metal Pipe	224 Lin. Ft.	@ $3.37	754.88	
18" Corr. Metal Bands	9 Each	@ $3.37	30.33	
24" Corr. Metal Pipe	286 Lin. Ft.	@ $7.05	2,016.30	
24" Corr. Metal Bands	11 Each	@ $5.25	57.75	
12" Concrete Pipe	681 Lin. Ft.	@ $1.22	830.82	
18" Concrete Pipe	1,017 Lin. Ft.	@ $2.54	2,583.18	
24" Concrete Pipe	165 Lin. Ft.	@ $3.85	635.25	
Type 1 Fence	73.33 Rod	@ $2.08	152.91	
16' x 48" Metal Gate	1 Each	@ $36.00	36.00	
Misc. Force Account Materials			181.02	7,278.44
Work done by others:				
Highway Protection Corp.			28,031.46	28,031.46
		TOTAL COST		$ 213,962.83

FINAL COST ANALYSIS - Contract No. 5493
Work done by Frank G. Baulne, Inc.

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Coarse Cr.Mat'l in Base	72,575.56	Ton	1.15	1.21	88,166.67	83,461.89
3/4"-0 Cr.Mat'l in Base	8,300.15	Ton	1.25	1.21	10,083.23	10,375.19
Sprinkling	930	M-Gal.	2.50	3.21	2,988.90	2,325.00
3/4"-0 Cr.Mat'l in Binder	660	Cu.Yd.	1.45	1.14	753.89	957.00
Aggregates in Asph.Mix	12,897.47	Ton	1.15	0.83	10,714.30	14,832.09
PA#1 3/4"-0 Cr.Mat'l in S.P.	749.2	Ton	1.05	0.83	622.38	786.66
PA#3 3/4"-0 Cr.Mat'l in Base	795	Cu.Yd.	1.71	1.14	908.09	1,359.45
PA#4 Purch.Exc.Cr.Mat'l in SP	197.4	Cu.Yd.	1.00	1.14	225.48	197.40
					$114,462.94	$114,294.68

Gross Revenue	$ 114,294.68
Total Cost	114,492.94
Net Loss	$ 168.26

Net Loss equals .14% of Gross Revenue

Work done by others:

Yardley Construction Co., drilling & shooting contractors
J.C. Compton Co., placed balance of base materials

CRUSHING BREAKDOWN - Contract No. 5493
Frank G. Baulne, Inc.

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	94,522.38	Ton	7,431.25	.079
Drill and Shoot	94,522.38	Ton	11,859.44	.125
Feed Crusher	94,522.38	Ton	8,418.71	.089
Crushing	94,522.38	Ton	30,872.96	.327
Total Crushing Cost	94,522.38	Ton	58,582.36	.620
Haul to Road	80,875.71	Ton	37,602.38	.464
Place and Process	80,875.71	Ton	10,522.99	.13
Stockpile Crushed Mat'l	13,646.67	Ton	2,878.85	.221
Move In and Set Up	1,652.40	Cu.Yd.	178.63	.108
Drill and Shoot	1,652.40	Cu.Yd.	285.07	.172
Feed Crusher	1,652.40	Cu.Yd.	202.36	.122
Crushing	1,652.40	Cu.Yd.	742.10	.449
Total Crushing Cost	1,652.40	Cu.Yd.	1,408.16	.852
Stockpile Crushed Mat'l	1,652.40	Cu.Yd.	479.30	.290

The crushing plant operated 388 hours for an average of 249 tons per working hour.

DETAIL OF COST - Contract No. 5493
Frank G. Baulne, Inc.

Labor:		
Labor and Supervision	$ 34,986.63	
Labor Insurance	4,337.96	
Health and Welfare	628.00	
Travel-Transportation	518.25	$ 40,470.84
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	24,465.09	
Equipment Rental, Hired fully operated	13,804.00	
Gas, Oil and Grease	6,665.30	
Bond	857.21	
Home Office and General Overhead	5,714.75	
Move In	1,754.72	
P.U.C.	116.98	
Small Tools and Miscellaneous Supplies	7,506.85	60,884.90
Work Done by Others:		
Yardley Construction Co.	11,744.76	
J.C. Compton Co.	2,486.80	14,231.56
TOTAL COST		$ 114,462.94

FINAL COST ANALYSIS - Contract No. 5493

Work done by J.C. Compton Co.

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Sprinkling	15	M-Gal.	3.00	3.90	58.55	45.00
Preparation of Base	3.79	Mile	150.00	199.18	754.92	568.50
Haul & Place 3/4"-0 in Binder	660	Cu.Yd.	1.40	1.54	1,022.76	924.00
MC-2 Asphalt	86.25	Ton	48.00	39.11	3,373.76	4,140.00
Asphaltic Concrete Mix	13,605.71	Ton	2.55	2.24	30,435.59	34,694.56
85-100 Asphalt	708.24	Ton	36.50	35.37	25,055.77	25,850.08
Extra for paving approaches	14	Only	30.00	28.59	400.37	420.00
Force Account (State participation in flagging)					774.02	774.02
					$61,875.74	$67,190.18

Gross Revenue	$ 67,190.18
Total Cost	61,875.74
Net Profit	$ 5,314.44

Net Profit equals 7.91% of Gross Revenue

DETAIL OF COST - Contract No. 5493
J.C. Compton Co.

Labor:			
Labor and Supervision		$ 15,092.05	
Labor Insurance		1,303.04	
Health and Welfare		591.66	
Travel-Transportation		163.95	$ 17,150.70
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		10,553.66	
Equipment Rental, Hired w/o operator		1,221.00	
Gas, Oil and Grease		2,697.25	
Bond		505.63	
Home Office and General Overhead		1,812.66	
Move In		177.61	
P.U.C.		75.89	
Small Tools and Miscellaneous Supplies		198.85	17,242.55
Materials:			
MC-2 Asphalt	86.25 Ton @ $26.25	2,264.06	
85-100 Asphalt	708.24 Ton @ $24.00	16,997.76	
Freight on Asphalt	794.49 Ton @ $10.34	8,220.67	27,482.49
	TOTAL COST		$ 61,875.74

Remarks - Contract No. 5493

This was a "Federal Aid Secondary Project" consisting of the construction of 3.79 miles of roadbed, involving 296,931.70 cubic yards of excavation; the construction of 3.79 miles of stone base and shoulders, involving 80,875.71 tons of crushed materials; the construction of 3.79 miles of asphaltic concrete pavement, involving 13,605.71 tons of asphaltic concrete; and the construction of 7,612 linear feet of metal guardrail and 2,856 linear feet of metal snow fence.

This project was bid May 5, 1959, awarded June 3, 1959 and completed July 12, 1960.

The contractor began clearing with a crew of one foreman and three laborers on May 14, 1959. The work performed was mainly cutting of timber, brush and burning as no heavy equipment was on the job as yet.

Grading was started May 25th, using two DW20 caterpillar scrapers, one #14 caterpillar grader, three D8 and one D9 caterpillar dozers. One D8 and the D9 had mounted rippers. All equipment was new or in new condition. Work was started on the west end of the project. A DW21 scraper was added to the equipment spread June 15th. Progress was slow during this period due to moisture in the ground and to intermittent rains. The second DW21 scraper was brought on the project on June 8th.

Drilling in the cut, stations 195 to 198, was started June 29th using a crew of three men, one airtrac and a 600 cfm compressor. Drilling in this cut was done intermittently for ten weeks. Material from this cut was removed with scrapers and dozers.

Highway Protection Corporation, guardrail and fencing contractor, began setting up snow fence on August 3rd. This work was carried on throughout the week and one and a half days of the following week. They then pulled off the project.

The subcontractor, Frank G. Baulne, began stripping the quarry south of station 130 to 145 on the existing alignment. The quarry consisted of an area of 10.35 acres. Drilling, by Yardley Construction Co., Yardley, Washington, was started almost at the same time. The crushing plant was moved in and set up the following week.

The production of paving aggregates was started August 26th. This material was placed in stockpile at the east end of the quarry area. Material from the quarry did not look good; however, sample tests were all passing. The crushing and placing of base material was started September 10th. Placing of base continued throughout September and October.

Remarks Cont'd - Contract No. 5493

Highway Protection Corporation moved back on October 26th to place the balance of the snowfence and to install the guard rail.

Grading was completed October 24th and the grading equipment transfered to the Weston-Milton-Freewater project. Crushing was completed November 17th. Snow fence, guard rail and sight posts were in place on December 8, 1959. The project was then shut down for the winter.

J.C. Compton, paving contractor, on May 16, 1960 placed the balance of the 3/4"-0 base material for Baulne and did the preparation of base under his own contract. The oiling crew placed the binder course.

Compton completed the Weston-Milton-Freewater project and then moved the Asphalt Plant onto this project, June 13th. The assembly of plant was done and a trial run made on July 23rd and all paving and shoulders completed July 11, 1960.

This project shows an overall loss. This loss is heaviest on the prime contractor or mostly on the grading items. Several factors attribute to this loss: weather conditions were not ideal the first few months causing a slow down in operations, considerable drilling and shooting was necessary as the solid rock was not readily rippable, traffic on the old alignment caused several delays, and low bid on grading in general. The low bid on this project was $77,907.50 under the estimate and $34,608.83 under the next low bidder.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

RECEIVED
NOV 18 1960
FOR FILING

5 - 76 (4)

5493

November 18, 1960

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5493 for grading-paving the East Unit of the Weston-Weston Mt. Section of the Weston-Elgin Secondary Highway in Umatilla County was completed by the contractor, C. R. O'Neil on July 11, 1960, and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $11,822.29 will be released to the contractor on or after November 28, 1960. The total contract amount is $368,641.68, of which amount $5,171.23 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Mr. C. R. O'Neil
P. O. Box 95
Creswell, Oregon

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FOR FILING

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549

August 25, 1960

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. R. O'Neil on contract #5493 for grading-paving the East Unit of the Weston-Weston Mt. Section of the Weston-Elgin Secondary Highway in Umatilla County.

This payment, in the amount of $33,004.89, will be released to contractor on or after September 6, 1960. The retained percentage is $10,899.66.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Great American Insurance Co.,
Bond Department
320 California St.,
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

RECEIVED
JUL 20 1960
FOR FILING

S-76(4)

5493

July 20, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 11, 1960, on Contract No. 5493, S. Unit, Weston-Weston Mtn. Section, in Umatilla County, in connection with Federal Aid Project No. S-76(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

cc: Clarence G. Swenson

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5413

7-19-60

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section E. Unit Weston-Weston Mountain Highway Weston-Elgin

County Umatilla MP______ to MP________ Contractor C. R. O'Neill

Resident Engineer L. Blickenstaff Inspector____________

Date Completed July, 1960 Date Reported July 19, 1960

Type and Thickness of Wearing Surface 3½" B A. C.____Oil Mat__________Seal.

N, S, [✓ E,] W from MP or Sta. 150+00

Mile	Wheel Count	Roughness		Center Lane Test Run On		
		Total	Per Mile	Top	Total per mi. Base	Seal
1	750	89	89	x	92	92
2	1500	177	88	x	178	86
3	2250	259	82	x	266	98
4	3000					
5	3750					
6	4500					

Climbing Lane 88"
Average Roughness Per Mile 86"

N, S, E, [✓ W] from MP or Sta. 350+00

Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal
1	750	95	95	x		
2	1500	194	99	x		
3	2250	286	92	x		
4	3000					
5	3750					
6	4500					

Average Roughness Per Mile 95"

Remarks: ____________________

To 75	- Good
75-100	- Fair
Over 100	- Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED
FORREST COOPER

Form E-1—(Rev.)—

S-76(4)
5493

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 16, 1960

Section E. Unit, Weston-Weston Mtn.

Kind of work Grading & Paving

Highway Weston-Elgin County Umatilla

Section prefix 130-1075

Contractor C. R. O'Neil

Contract number 5493

Date of contract June 3, 1959

Specified work days 145

Date work started May 14, 1959

Work days used 131

Project authorization $437,568.75

Exclusive of engineering $406,452.75

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering $384,500.00

Estimated per cent overrun or underrun underrun 6 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $31,116.00

Engineering cost to date $24,000.00, 77 %

Date project was completed July 11, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The contractor worked Monday and finished the shoulder construction.

The project is completed and this is the final report.

CONSTRUCTION DIVISION
RECEIVED
JUL 18 1960
NOTED-- ☐ ☐ B ☐ ☐
CE ACE ACE CDE

NOTED

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed L. V. Blickenstaff Res. Engr.

Address Box 73, Elgin

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.79	3.79			3.79
Miles partially completed					
Miles completed	3.79	3.79			3.79
Total estimated quantities (contract)	320,000	84,000			14,000
Total quantities corrected to date	297,000	82,200			13,640
Estimated quantities moved or placed to date	297,000	82,200			13,640
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		5 for one day			
Men		4			
Supervision		1			
Men and trucks under 3 tons					
Men and trucks over 3 tons					
Men and tractors					

Equipment used during week: Shovels ...., Power graders 1, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., . . Water wagon . 1 . ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	Hot all week		
Thursday			
Friday			
Saturday			

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FORM E-302—5M—2-59—18180

S-76(4)

5-4-12

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1960

To: Memorandum

SUBJECT: Utility Billing - Final Voucher
Oregon Project S-76 (4)
Eastern Oregon Electric Cooperative

A 100% audit has been made of the Utility billing submitted by the Eastern Oregon Electric Cooperative, an Oregon Project S-76 (4), in accordance with the provisions of the Approved Secondary Road Plan (unqualified approval).

No citations were made on this bill. The total amount, $1,086.59, as claimed by the Eastern Oregon Electric Cooperative is approved, as substantiated by audit work papers in State files, and claimed as eligible for Federal Participation in accordance with the PPM 30-4, Bureau of Public Roads.

C. H. Watson
Auditor

cc: Bureau of Public Roads
R. L. Porter (2)
Carl Smith
General Files

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JUL 3 1959
FOR FILING

7-1-59

Monthly Transaction No. 7-16	F R-2 (S- -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project Report No. 4 S-76(4)	**FEDERAL-AID PROJECT AGREEMENT**	County **Umatilla**
		Project No. **S-76(4)**

5493

The State through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
East end S-76(3) to west end S-76(2)
(East Unit, Weston-Weston Mtn.) on State Route 330

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	12-24-58	---
Rights-of-Way		
Construction	4-14-59	3.8
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 432,812	Federal funds $ 267,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
State Highway Engineer
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

Date executed by Division Engineer **July 1, 1959**

June 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the E. Unit, Weston-Weston Mtn. Section, Project No. S-76(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

June 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the E. Unit, Weston-Weston Mountain Section, Project No. S-76(4).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

R. L. Porter
Office Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-76(4)

[illegible]

OF THE [illegible]

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 10, 1959

Type Code P. E.

Preliminary Engineering	All Required		$5,000.00

Type Code 6201
Roadway (Sta. 150+00 to Sta. 350+[illegible])(Contract No. 5493)

Clearing and Grubbing	All	Required		$ 2,000.00
Drainage Excavation, Unclassified	240	cu. yds.	$2.00	480.00
General Excavation, Unclassified	320,000	cu. yds.	0.41	131,200.00
Short Overhaul	530,000	yd. sta.	0.01	5,300.00
Long Overhaul	2,070	C-yd. sta.	0.35	724.50
Finishing Roadbed and Slopes	3.79	miles	750.00	2,842.50
Rounding Cutbanks	5,000	lin. ft.	0.15	750.00
18-inch Corrugated Metal Pipe	34	lin. ft.	4.75	161.50
24-inch Corrugated Metal Pipe, 12 gage	270	lin. ft.	9.00	2,430.00
12-inch Concrete Pipe	430	lin. ft.	2.50	1,075.00
18-inch Concrete Pipe	1,460	lin. ft.	4.45	6,497.00
24-inch Concrete Pipe	140	lin. ft.	6.50	910.00
Salvaging Culvert Pipe	32	lin. ft.	3.00	96.00
Metal Guard Rail	7,600	lin. ft.	2.33	17,708.00
White Guide Posts, Double Reflectors	270	only	4.50	1,215.00
Metal Snow Fence	3,100	lin. ft.	4.55	14,105.00
Course Crushed Material in Base	71,700	tons	1.15	82,455.00
3/4" - 0 Material in Base	12,320	tons	1.25	15,400.00
Sprinkling	1,840	M-gal.	3.00	5,520.00
Preparation of Base	3.79	miles	150.00	568.50
3/4" - 0 Material in Binder Course	620	cu. yds.	2.85	1,767.00
RC-2 Asphalt	100	tons	48.00	4,800.00
Asphaltic Concrete Mixture	14,000	tons	3.70	51,800.00
85-100 Asphalt in Mixture	840	tons	36.50	30,660.00
Extra for Paving Approaches	28	only	30.00	840.00
				$381,305.00
Flagging (57½% of Contractor's Cost)	All	Required		1,500.00
Signing (Permanent)				350.00
Signing (Temporary)				440.00
Seeding and Mulching				4,045.00
Work by Pacific Tel. & Tel. Co.	All	Required		300.00
Work by Eastern Oregon Electric Co-op.	All	Required		980.00

Subtotal	$388,920.00
10% Engr. & Cont.	38,892.00
Total	$427,812.00

Length of Roadway - - - - - - - - - 3.793 Miles
Cost of Roadway Per Mile- - - - - $112,789.87

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,000.00	$ 2,000.00
Roadway	427,812.00	264,000.00	163,812.00
	$432,812.00	$267,000.00	$165,812.00

State Funds For Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939

State Funds For Maint: Chap. 529, Laws 1939

FORM 2-128

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JUL - 1 1959
FOR FILING

S-76(4)

5493

June 30, 1959

Mr. C. R. O'Neil
P. O. Box 95
Creswell
Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5493, awarded June 3, 1959, for grading-paving the East Unit of Weston-Weston Mt. Section of the Weston-Elgin Secondary Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de
Encl.

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S.F.-41
5473

June 22, 1959

Mr. C. C. Volk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account Nos. 224, 230, covering seeding and mulching on the East Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County, Contract No. 5473, in connection with Federal Aid Project No. S-76(4).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $4,045.00, with Federal participation of $2,500.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DBP:mfh

Enc.

RECEIVED
JUN 19 1959
FOR FILING

[redacted]
7.(4)
5493

June 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 274, covering construction signing on the East Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County, Contract No. 5493, in connection with Federal Aid Project No. S-76(4).

This work is necessary for guidance and safety of the traveling public during construction. It is not included in signing required of the contractor. It will not relieve him of his responsibility to provide warning signs, lights and barricades for the protection of traffic and workmen.

The State has the materials, equipment and experienced crews to do the work much more economically than the contractor. The amount is too small to be done by separate contract.

Your approval of this order under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $440.00 with Federal participation of $264.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

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RECEIVED
JUN 19 1959
FOR FILING
S 76 (4)
5493

June 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 276, covering permanent signing on the East Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County, Contract No. 5493, in connection with Federal Aid Project No. S-76(4).

This work is necessary for the permanent guidance and direction of traffic. The signing will be in place at the completion of construction.

The contractor is not equipped to do the work, while the State has the materials, equipment and experienced crews to do the work most economically. The amount is too small to contract. This will not relieve the contractor of his responsibility to furnish warning signs, lights and barricades for the safety of the traveling public and workmen.

Your approval of this order under the provisions of PPM 21-6.3 is requested.

The total estimated amount of this order is $350.00 with Federal participation of $210.00.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
JUN 10 1959
FOR FILING
S-76(4)
5493

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June 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 274, covering signing on the East Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County, Contract No. 5493, in connection with Federal Aid Project No. S-76(4).

Temporary signing for control of traffic flow through the construction area is necessary. This signing is over that which is required of the contractor for safety of his workmen and traffic.

The State is better equipped to do this work and is able to do it more economically than the contractor. The amount is too small for separate contracting.

Participation for this work is requested under the provisions of PPM 21-6.3.

The estimated total cost of this work is $440.00 with Federal participation of $264.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

RECEIVED
JUN - 5 1959
FOR FILING

S 76 (4)

5493

June 4, 1959

Oregon State Highway Commission

Gentlemen:

Grading and paving was recently started on a section of the Weston-Elgin Highway. On May 26, 1959 at 1:30 P.M. approval was granted for the installation of 35-mile-per-hour construction speed zone signs.

Your confirmation is requested for the establishment of a 35-mile-per-hour speed zone on that section of the Weston-Elgin Highway, No. 330, between M.P. 2.68 and M.P. 6.47.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. P. M. Stephenson
Mr. F. B. Crandall

RDC:pk ae

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JUN - 4 1959
FOR FILING

S-76(4)

5493

June 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 14, 1959, on Contract No. 5493, East Unit, Weston-Weston Mountain Section, in Umatilla County, in connection with Federal Aid Project No. S-76(4).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

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RECEIVED
JUN 30 1959

FOR FILING
S.76(4)
5493

June 3, 1959

C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Dear Sir:

The State Highway Commission on May 28, 1959 accepted your proposal for grading and paving on the East Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County for the sum of $381,305 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5493.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

rj
cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

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S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 3, 1959

C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Contract for grading and paving on the East Unit, Weston-Weston Mountain Section of Weston-Elgin Highway in Umatilla County for which you submitted low bid on May 5 awarded you today. Contract forms follow shortly.

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

RECEIVED
959
FOR FILING

FORM E-30X—37,500—8-56—36655

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
February 10, 1959

Preliminary Plans
Weston Mt. Section
SUBJECT: Weston-Elgin Highway

To: Mr. Tom Edwards
Construction Engineer
Salem

I have your letter of February 5 pertaining to flattened supers on subject project.

If you will read my letter of transmittal under date of February 2, you will note that I merely called attention to Mr. McKinney's remarks. I did not make any recommendation.

Mr. Cooper in his March 3, 1958 letter states that in some instances in snow country the climbing lane could be flattened at the discretion of the construction engineer. I was merely trying to call to your attention that this was a heavy snow country.

Personally, I don't know whether it is desirable or not to flatten super. Much can be said on either side of the argument.

Weston-Elgin does carry a lot of truck traffic, and it is a long winter snow belt. The climbing lane is supposed to be a climbing lane and technically, at least, not a fast travel lane.

I am sorry if I raised your blood pressure, but I do hope to be able to call your attention to unusual conditions so that no points will be overlooked. The final decision is yours and I will be governed thereby.

A. F. Parson
Division Engineer

AFP:gb
cc - Forrest Cooper

RECEIVED
11 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM E 30X—50M—6-58—13046
FOR FILING
S 76 41
5493

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 5, 1959

SUBJECT: Preliminary Plans
Weston-Weston Mt. Section
Weston-Elgin Highway

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

We are in receipt of your returned preliminary plans for the Weston-Weston Mountain Section of the Weston-Elgin Highway.

The subject of flattened supers in climbing lanes has again been brought up. This item has had careful study and I am fully acquainted with the problems of winter operation, having maintained the Sun Pass and Willamette Pass sections, the Bly Mountain, Quartz Mountain and Green Springs Mountain areas. When I first took over the Klamath Maintenance District in 1943, a program was underway of flattening all supers on the old Sun Mountain Section. It being nearly completed, I carried it out to the end that all roadway on this mountain is flat. This program was initiated as a solution to traffic tie-ups in the days prior to the modern sanding principles. You will recall that in the period prior to World War II the normal method of snow maintenance was to plow the snow off the road during storms and after the storm to then go out and sand. This is not now the case, it being our normal procedure to plow and sand. It was found that by the latter method it made very little difference as to the amount of super or lack thereof in the amount of sanding necessary to keep traffic moving. This was further borne out by the fact that of the five summits maintained only one had the flattened supers.

Examination of roads built with the flattened supers and riding over them at nearly maximum speeds always leaves me with a feeling of uneasiness and distaste. I refer specifically to the Pendleton-Emigrant Hill Section, which I drove over on Tuesday of this week. It is my personal feeling that a disservice has been done to the bulk of the traffic using this road by the flattening of the super in the climbing lane. All of these feelings, however, are based on personal experiences both in driving sections with flattened supers in the

FORREST COOPER

climbing lanes and in maintaining mountainous sections with both flat and full supers. I believe it advisable, therefore, that you provide me with specific data to support your continued recommendation for flattened supers on climbing lanes.

Tom Edwards
Construction Engineer

TE:jw

Encl.

cc Forrest Cooper ✓

RECEIVED
FEB - 5 1959
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

[illegible]

To: [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

CONSTRUCTION DIVISION
RECEIVED
[illegible] - 3 [illegible]
NOTED- ☐ ☐ ☐ ☐ ☐
CE [illegible] ACE CDE

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

[illegible]

MEMO [illegible]

Preliminary Plans
East Unit, Weston*-Weston Mt.
Weston-Elgin Highway

To:

Mr. [illegible] F. Payne
Division Engineer
[illegible]

I am returning [illegible] Preliminary Plans for the East Unit Weston-Weston Mt. Section, Weston - Elgin Highway. The following are noted:

Plan Sheet 1

Proposed Project -- Grading & Paving (not Oiling)

[illegible] -- 1[illegible] (to agree with Sheet 3)
[illegible] Project Sta. ~~[illegible]~~ 330+00
[illegible] location.

Plan Sheet [illegible]

[illegible] attached letter [illegible] -Option #92?78
[illegible] access points at Sta.162 North side
Sta 1[illegible] South side.

From the information shown on the Typical Sections, the project would be constructed with the application of Full Super on the curves. However, may I point out that the climbing lane is in Snow area - elevations approx [illegible] to [illegible] ft - and travels through 2 1[illegible] degree curves to the left. The profile grade would naturally be carried on the [illegible] side (left Rt.) with standard run off rates applied. But do not the conditions justify consideration of a section showing a modified treatment of run-off ?

[illegible] McKinney
[illegible] McKinney, Des. Engr.

RECEIVED
[illegible] OFFICE

RECEIVED
NOV 25 1958

FOR FILING

S 76 (1)

5403

November 25, 1958

Oregon State Highway Commission

Gentlemen:

The survey has been completed for the grading and oiling project on the East Unit, Weston-Weston Mountain Section of the Weston-Elgin Highway in Umatilla County. This project is tentatively scheduled for the April 28, 1959 letting.

I request your approval of this survey and authority to purchase the necessary rights of way. The details are shown on the attached map.

This matter will be on the agenda for your consideration at the December 11-12 meeting.

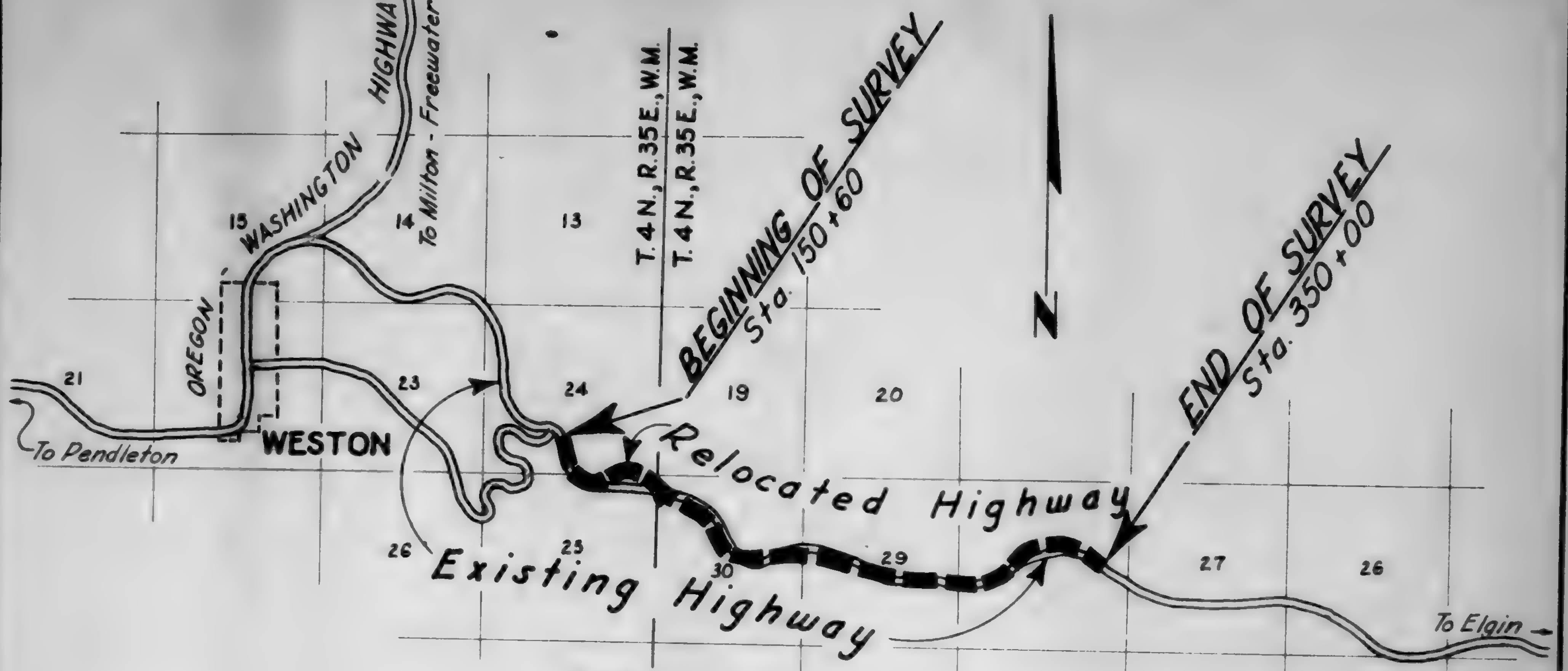
Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

FC:fn:ae

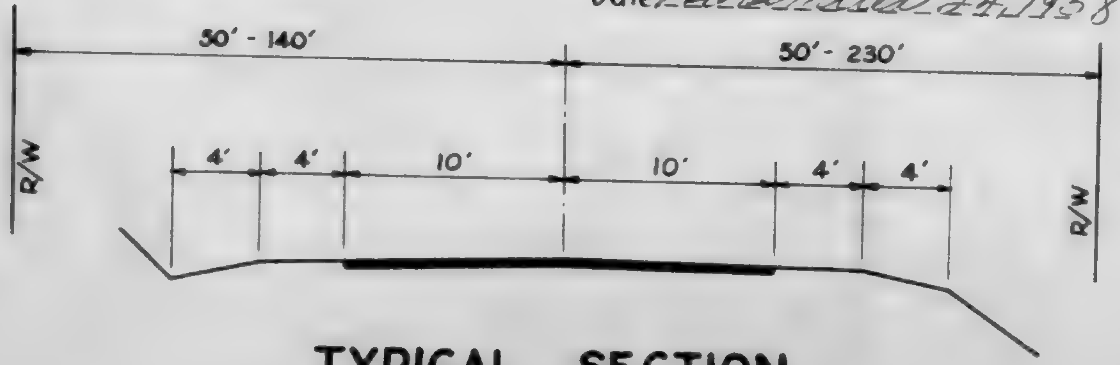
cc to: Tom Edwards
R. L. Porter



APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date November 24, 1958



TYPICAL SECTION

Note: Climbing lane to be provided where necessary.

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

EAST UNIT
WESTON-WESTON MTN. SECTION
WESTON ELGIN HIGHWAY

UMATILLA COUNTY

Scale 1" = 1 Mi. Nov., 1958

DRG. NO. 1R-5-1224

For Details See Drg. No. 7B-29-4, Sept., 1954; 8B-12-1, Nov., 1958

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1958

SUBJECT: Survey Approval Map
East Unit, Weston-Weston Mtn.
Sec. of Weston-Elgin Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Attached are eleven prints of the above named survey approval map for submission to the Commission. A hearing is not required on this section. It is tentatively scheduled for April 28, 1959 letting.

Tom Edwards
Construction Engineer

By D J Barbee
D. J. Barbee
Assistant Construction Engineer

DJB:ep

Attachments

RECEIVED
NOV 21 1958
OFFICE OF
STATE HIGHWAY ENGINEER

320-1709 Junction City (10th St.) 1959
#5494

Sp. St. Tax Street Fund 82

RECEIVED
1959
FOR FILING

W. C. WILLIAMS November 20, 1959

Junction City (10th St.) Section
Contract No. 5494

FINAL COST ANALYSIS
Stone Base and Paving
Contractor: Morris Bros.
Resident Engineer: J.C. Chapman

City Street
Prefix 320-1709

320-1709

Item 3494

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Coarse Cr. Mat'l in Base	1,948	Cu. Yd.	2.25	2.17	4,226.42	4,383.00
3/4"-0 Mat'l in Base	526	Cu. Yd.	2.50	2.43	1,276.25	1,315.00
Sprinkling	125.5	M-Gal.	3.50	1.14	143.02	439.25
Preparation of Base	.27	Mile	500.00	323.63	87.38	135.00
3/4"-0 Mat'l in Binder Course	45	Cu. Yd.	3.50	3.09	139.18	157.50
RC-3 Asphalt	9.79	Ton	47.00	38.50	376.99	460.13
Class "B" Asphaltic Concrete	1,140.12	Ton	8.00	7.12	8,121.20	9,120.96
Extra for Paving Approaches	10	Each	25.00	22.23	222.28	250.00
					$ 14,592.72	$ 16,260.84

Gross Revenue	$ 16,260.84
Total Cost	14,592.72
Net Profit	$ 1,668.12

Net Profit equals 10.25% of Gross Revenue

RECEIVED
NOV 25 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5494

Labor:					
Labor				$ 1,909.51	
Labor Insurance				156.58	$ 2,066.09
Materials:					
Aggregate	2,519	Cu.Yd.	@ $1.60	4,030.40	
Asphaltic Concrete	1,140.12	Ton	@ $3.80	4,332.46	
RC-3 Asphalt	9.79	Ton	@ $30.50	298.60	8,661.46
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				1,588.80	
Equipment Rental, Hired				1,440.59	
Gas, Oil, and Grease				532.35	
Bond				136.42	
P.L. and P.D. Insurance				23.87	
Small Tools and Miscellaneous Supplies				47.66	
Home Office and General Overhead				95.48	3,865.17
				TOTAL COST	$ 14,592.72

Remarks - Contract No. 5494

This was a "City Project" calling for the construction of .27 mile of stone base and .27 mile of asphaltic concrete pavement on 10th Street in Junction City. The contract was bid May 26th and awarded June 3, 1959. Work started July 22nd and was completed August 21, 1959.

The contractor moved in his equipment and started hauling and placing base rock July 22nd, using one #12 blade, one 8-ton roller, one 3000 gal. water truck, and nine trucks. The contractor hauled all the base and binder aggregates from his commercial plant in Harrisburg completing the placing of aggregates July 31st. On August 18th, the contractor returned to the project to put on the asphaltic concrete pavement. As the asphaltic concrete was hauled from a commercial plant in Lebanon, ten trucks of various sizes were used. Other equipment used was one 8-ton and one 2-ton roller and one Barber-Greene finishing machine. The project was completed August 21, 1959.

The contractor with good bid prices and equipment realized a fair profit.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

Form A-150—5M—6-59

NOTED
Harold C.

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 62865

Date November 16, 1959

Your Req. No.

Billing Request No. os 539

Credit Distribution: 320-2709-295

City of Junction City
Junction City
Oregon

Attn: Halger Jensen, City Recorder

Final billing: City share of total cost of Tenth Street basing and paving project. Covered by agreement dated 5/26/59.

NOTED
C. G. SWENSON

RECEIVED
NOV 1 1959
COUNTY

Advance Deposit		$900.00
Costs as per attached statement		
Total cost	$18,398.01	
Agreed State share	20,000.00	
Agreed City share		None
Refund due City		$900.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received Bill Request $
By

State Printing 21127

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

November 17, 1959

Mr. Holger Jensen
City Recorder
Junction City, Oregon

NOTED
V. R JONES

Dear Mr. Jensen:

Final figures are now available on the Special City Allotment project on Tenth Street as shown in the enclosed statement.

As the project did not cost in excess of $20,000, the City's total deposit of $900 is due the City. A check in this amount will be forwarded by our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

HCA:mm
Encl.

RECEIVED
[illegible] 27 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 26, 1959

320-1709			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5494	3 Final	Morse Brothers	
(~~VOUCHER~~ NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25915	76092	$ 500.00	9-23-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 60 workdays from June 13, 1959

Time Extensions: None of record

Completion Date: August 21, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 26, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

C. W. Head
For Floyd Query
Secretary

Warrant Mailed: OCT 27 1959
GKen

NOTED ON CARD
lc

A

RECEIVED
OCT -9 1959
FOR FILING

320-1739

5411

October 8, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5494 for stone base-paving 10th Street in Junction City, Lane County, was completed by the contractor, Morse Bros., on August 21, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $500.00 will be released to the contractor on or after October 19, 1959. The total contract amount is $16,260.84, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
SEP 29 1959
FOR FILING

320-1709

5494

September 28, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Morse Bros., on contract #5494 for stone base-paving of 10th Street in Junction City, Lane County.

This payment, in the amount of $9,559.95, will be released to contractor on or after October 8, 1959. The retained percentage is $500.00.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—10M—2-50

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 29, 1959

Section Junction City (10th St)

Kind of work Stone base and paving

Highway City Street County Lane

Section prefix 320-1709

Contractor Morse Bros.

Contract number 5494

Date of contract June 3, 1959

Specified work days 60

Date work started June 22, 1959

Work days used 49

Project authorization . . . . . $ 20,463.19

Exclusive of engineering . . . . $ 19,008.03

Per cent of time elapsed 81 %

Estimated cost of completed project, exclusive of engineering . . . . $ 16,306.43

Estimated per cent overrun or underrun . . . . -14 %

Per cent of contract completed, based on estimated cost . . . . 100 %

Engineering authorization . . . . $ 1,455.16

Engineering cost to date $ 1434, 98.5 %

Date project was completed August 21, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
				100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Paving and general cleanup of gutters and parkways was completed Friday of last week.

On Monday Chapman and Elspas met E. C. Montgomery, chairman of the Junction City Council, and Erva Barnes, City Superintendent, for final inspection of the project. They were quite pleased with the completed street and accepted the project officialy.

F. D. Morgan inspected the job on August 28, his first opportunity, and approved it.

NOTED

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
AUG 31 1959
NOTED ☑ ☑ ☑ ☐ ☑
CE ACE ACE COE

NOTED
C. E. PAULSEN

Signed R. Chapman

Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 13 1959
FOR FILING
322 [illegible]
5494

FORM E-120

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

July 7, 1959

Morse Bros.,
P. O. Box 266
Lebanon
Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission

Contract #5494, awarded June 3, 1959,
for stone base-paving the Junction City
(10th Street) Section, Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
Encl.

RECEIVED
JUN 30 1959
FOR FILING

320-1779

5494

June 3, 1959

Morse Brothers
East Grant Street
Lebanon, Oregon

Gentlemen:

The State Highway Commission on May 28, 1959 accepted your proposal for the Junction City (10th Street) stone base and paving project in Lane County for the sum of $18,189.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5494.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
R. L. Porter
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

NOTED
J Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

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WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
June 3, 1959

Morse Brothers
East Grant Street
Lebanon, Oregon

Contract for Junction City (10th Street) Stone Base and Paving Project in Lane County for which you submitted low bid on May 26 awarded you today. Contract forms follow shortly.

C. W. Head, Assistant Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
Lee Gatlin

June 3, 1959

250,000 fund 1959

NOTED
Harold C. Ayers

Mr. Holger A. Jensen
City Recorder
Junction City, Oregon ✓

Dear Mr. Jensen:

The City's check in the amount of $900 has been received and Contract No. 5949 was awarded to Morse Brothers of Lebanon today.

We will forward you a copy of the contract and plans as soon as they are available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Sent
6-4-59

C. G. Swenson
Engineer, County and City Relations

HCA:mm

NOTED
C. G. SWENSON

OFFICE OF CITY RECORDER

PHONE WY 8-2153

CITY OF JUNCTION CITY
672 GREENWOOD
JUNCTION CITY, OREGON

June 2, 1959

Oregon State Hiway Comm.
Salem, Oregon.

Dear Sirs,

As per your letter of May 27, 1959 we are enclosing a check in the amount of $ 900.00.

Needless to say we are very happy that Morse Brothers werethe sucessful bidders as our Superintendant works very closely with them all year.

Very truly yours,

Recorder

Check handed to acct Div
6/3/59

RECEIVED
JUN 1959

RECEIVED
MAY 29 1959
FOR FILING

320-1709

5497

p

Sp. State Hy St. Funds #82

Salem, Oregon
May 27, 1959

$250,000 Fund Agreement
City of Junction City

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engineer

Attached is a conformed copy of an agreement with the City of Junction City covering the Special City Allotment project on Tenth Street in Junction City.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Junction City, Oregon.

Secretary

rn
Attach: 1

RECEIVED
MAY 28 1959

FOR FILING
320-1709

5494

May 27, 1959

Holger A. Jensen, City Recorder
City Hall
Junction City, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and Junction City covering the Special City Allotment project on Tenth Street in Junction City.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-30 20M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 15, 1959
Salem, Oregon

SUBJECT: $250,000/Fund Agreement
City of Junction City

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the Special City Allotment project on Tenth Street in Junction City. Two copies of the agreement have been executed by the city and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved on October 23, 1958.

C. G. Swenson
Engineer, County & City Relations

By

John D. Graham
John D. Graham
Office Engineer

JDG:cg

Att.

RECOMMENDED FOR APPROVAL
W. C. Williams
Assistant State Highway Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-23-58 Min. Page 32
Lloyd Query
Secretary

5-4-59

Junction City
1959 - $250,000

RESOLUTION NO.______

AUTHORIZING EXECUTION OF AGREEMENT FOR PAVING TENTH (10th) STREET FROM IVY STREET TO WEST CITY LIMITS AT NYSSA STREET WITH OREGON STATE HIGHWAY COMMISSION.

WHEREAS, THE STATE OF OREGON, acting by and through its STATE HIGHWAY COMMISSION, has caused to be prepared and submitted to the City of JUNCTION CITY, OREGON, an agreement providing for the improvement of Tenth (10th) Street from Ivy Street to West City Limits at Nyssa Street, within the said City by the terms of which agreement the State is to pay the costs not to exceed $20,000 and the City is to pay all costs in excess of $20,000 as its share of the total cost of such improvement; and

WHEREAS, said agreement as submitted has been read in full to the Council of said City and approved as submitted;

NOW, THEREFORE, the City of Junction City resolves as follows:

That the Mayor and Recorder are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing Resolution was duly adopted by the Common Council of the City of Junction City, Oregon, on the 4th day of May, 1959.

APPROVED: Steve G. Tyler
Mayor

ATTEST:

Holger A. Jensen
City Recorder

This is to certify that this is a true and exact copy of the Resolution of the Common Council of the City of Junction City, Oregon, passed May 4, 1959.

Holger A. Jensen
Holger A. Jensen
City Recorder

1959-$250,000

RESOLUTION NO.______

AUTHORIZING EXECUTION OF AGREEMENT FOR PAVING TENTH (10th) STREET FROM IVY STREET TO WEST CITY LIMITS AT NYSSA STREET WITH OREGON STATE HIGHWAY COMMISSION.

WHEREAS, THE STATE OF OREGON, acting by and through its STATE HIGHWAY COMMISSION, has caused to be prepared and submitted to the City of JUNCTION CITY, OREGON, an agreement providing for the improvement of Tenth (10th) Street from Ivy Street to West City Limits at Nyssa Street, within the said City by the terms of which agreement the State is to pay the costs not to exceed $20,000 and the City is to pay all costs in excess of $20,000 as its share of the total cost of such improvement; and

WHEREAS, said agreement as submitted has been read in full to the Council of said City and approved as submitted;

NOW, THEREFORE, the City of Junction City resolves as follows:

That the Mayor and Recorder are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing Resolution was duly adopted by the Common Council of the City of Junction City, Oregon, on the 4th day of May, 1959.

APPROVED: Steve G. Tyler
Mayor

ATTEST:

Holger A. Jensen
City Recorder

This is to certify that this is a true and exact copy of the Resolution of the Common Council of the City of Junction City, Oregon, passed May 4, 1959.

Holger A. Jensen
Holger A. Jensen
City Recorder

Estimate
4-3-59
Day

Junction City (10th Street) Section
Stone Base and Paving

No.	Item	Quantity	Price	Amount
1	Coarse Crushed Material in Base	2,500 Cu. Yds.	2.50	6250.00
2	3/4"-0 Material in Base	560 Cu Yds	2.65	1484.00
3	Sprinkling	75 M-Gals.	3.00	225.00
4	Preparation of Base	0.27 Mile	1000.00	270.00
5	3/4"-0 Material in Binder Course	70 Cu. Yds.	4.00	280.00
6	RC-3 Asphalt	11. Tons	60.00	660.00
7	Class "B" Asphaltic Concrete	1,210 Tons	6.50	7865.00
8	Dikes for Paving Approaches	13 Only	30.00	390.00
		Total		17,424.00
		Antic. Add. Items		
		Total		17,424.00
		12½% Engr & Cont		2178.00
		Total		19,602.00

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APR [illegible] 1959

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[illegible] 1959
FOR FILING

320-1709

5494

4-10-59

NOTE:
W. C. WILLIAMS

ADDENDUM "A" TO LOCATION PROSPECTUS
TENTH STREET (IVY STREET TO NYSSA STREET) SECTION
CITY OF JUNCTION CITY
LANE COUNTY

The following addendum is submitted to revise the location prospectus concerning the above mentioned section:

Paragraphs 1 and 2: Correct as per original prospectus.

Paragraph 3: Change "33-foot curbed street section" to read "44-foot curbed street section".

Paragraphs 4 and 5: Same as original prospectus.

April 10, 1959

Attachment: Same as original prospectus.

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan
Geary Worth
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
W. T. Wright
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
APR 20 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
Harold C. Ayers

[illegible] City
1959 $25,000 fund project

RECEIVED
APR [illegible] 1959
[illegible]

RICHARD E. MILLER
ATTORNEY AT LAW
308 EUGENE LEGAL CENTER
858 PEARL STREET — EUGENE, OREGON
TELEPHONE DI 5-6811

April 2, 1959

C. G. Swenson, Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon

RE: Junction City, Oregon

Dear Mr. Swenson:

The undersigned is City Attorney for Junction City, Oregon. On March 4, 1959, you sent a letter to Mr. Holger A. Jensen, City Recorder for Junction City, to the effect that the state would place the base rock, leveling course, and three-inch asphaltic concrete 44 feet in width on the 10th Street project.

On March 24, 1959, you sent to the City a contract to be signed by the City after the appropriate authority is given to them by the Common Council wherein the state agrees to pay not more than $20,000 for the paving of 10th Street from Ivy to Nyssa Streets.

It is our understanding that the state would pay for all of the rock and asphaltic concrete pavement even though the cost exceeds $20,000, if the City agreed to the 44-foot width.

Since the contract places the absolute maximum of $20,000, we would like to know whether or not the state now has decided they will not be liable for over $20,000 on the project, or whether or not the incorrect form was sent to the City.

If the incorrect form was sent to the City, would you please send the correct form which does not have the $20,000 limitation to us, so that we may have the agreement approved by resolution at the next regular council meeting on Monday, April 6, 1959.

If the state does not intend to be liable for over the $20,000 limit, would you please either write or notify Mr. Jensen or the undersigned not later than 5:00 o'clock P.M., Monday, April 6, 1959, of that fact.

Thank you kindly.

agreement received 5-7-59 HCA

Very truly yours,

Richard E. Miller
RICHARD E. MILLER

REM:jyp

cc: Holger A. Jensen
City Recorder
Junction City, Oregon

Steve A. Tyler, Mayor
Junction City, Oregon

C.G.S. called Mr Miller on April 6 and explained the [illegible] to him and told him that [illegible] hold [illegible] agreement [illegible] a more firm estimate was established [illegible]

NOTED
V. R JONES

NOTED
Harold C. Ayers

NOTED
C. G. SWENSON

March 4, 1959

NOTED
[illegible]

Mr. Holger A. Jensen
City Recorder
Junction City, Oregon — 1960 250

Dear Mr. Jensen:

Pursuant to your telephone call, I am pleased to advise you that the plans for the proposed project on Tenth Street will be prepared to construct a 44' street.

The State will place the base rock, leveling course and 3" asphaltic concrete 44' in width, with the city to grade and place concrete curbs prior to the State's construction.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

HCA:cg

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

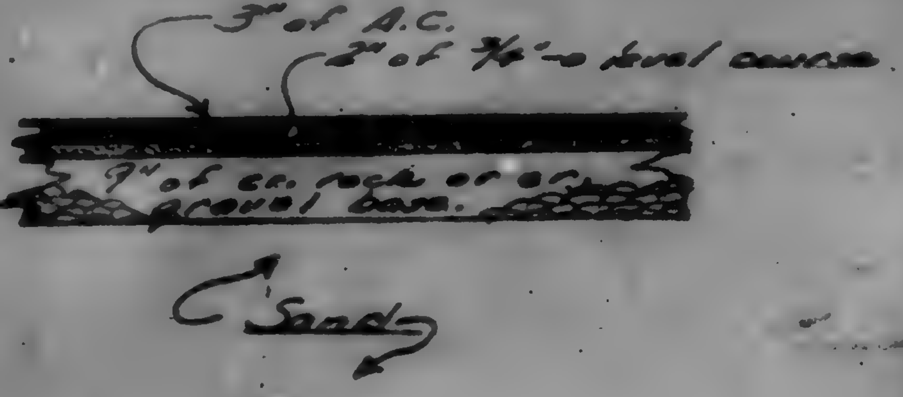
ection 10th Street from the Pacific Hwy.-Nyssa St. Highway Junction City County Lane Prefix ____

es. Engr. ____ Length of Project ____ Miles. Sta. ____ to Sta. ____ Date 8-22-58

TYPICAL SECTIONS Traffic Classif. from Ayres (County-City) Heavy

① Typical Soil
19 LL
0 PI
5 % P.200
5 % Silt
0 % Clay
75 "R" Value

8-22-58



Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			3	A.C.
			2	Level
			9	Cr. [illegible]
14			14	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by G. L. Decker
Staff Assistant
[redacted]

Recommended by
Construction Engineer

Recommended by G W H
Engineer of Materials

Approved by
Deputy State Highway Eng

558

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Junction City is an incorporated city of the State of Oregon, and has a population of 1600, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

Form cc-50 (1953 Rev.)
Special City Allotment

Maple Street from 3rd Avenue to 6th Avenue and

10th Avenue from Ivy Street to Laurel Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Maple Street from 3rd Avenue to 6th Avenue &

10th Avenue from Ivy Street to Laurel Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Junction City does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Holger A Jensen as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 5th day of June, 1958.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

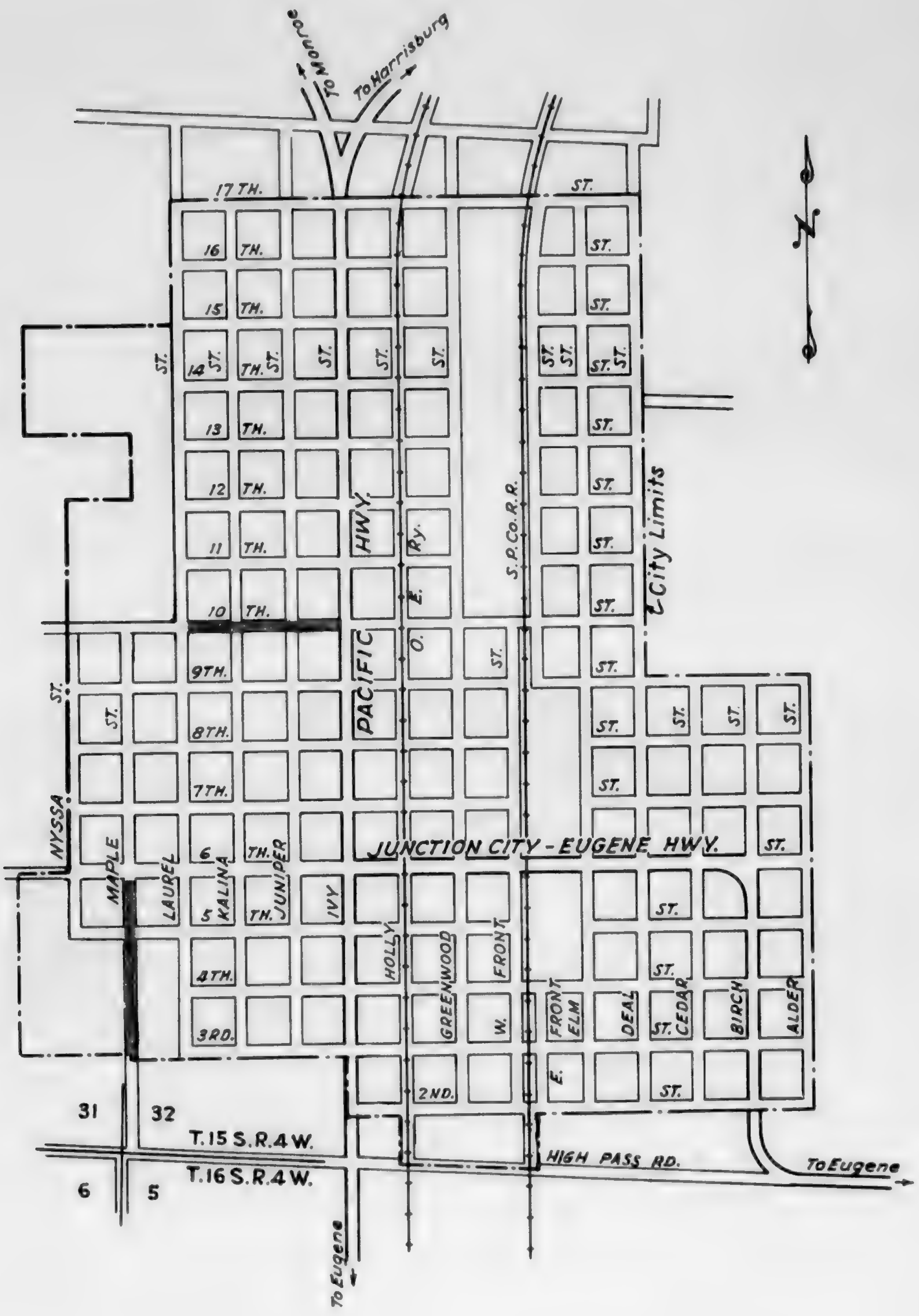
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Junction City at a regular or special meeting of said Council, held on the 5th day of June, 1958, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 5th day of June, 1958

Holger A. Jensen
City Recorder

JUNCTION CITY

Scale 1"=800'



Rev. 2-1-56

F-170(14) N. Unit, Weston-Milton- 1959
Freewater Sec. (Grad. &
#5495 Pav.) [redacted]

RECEIVED
DEC 19 1962
FOR FILING
5495

477 Cottage Street N.E.
Salem, Oregon

December 12, 1962

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons
Division Engineer

By: L. R. Backlund
Administrative Manager

Oregon Project F-170(14)
N. Unit, Weston-Milton-Freewater Section
Voucher No. 2 - Final
Net amount claimed $68,930.00

The subject voucher has been approved in the reduced amount of $67,893.00. Deduction has been made in accordance with the attached Schedules of Exceptions, Items 1 through 7.

Total amount of deduction	$1,621.84
Federal-aid pro-rata	63.93%
Net deduction in even dollars	$1,037.00

In the event you disagree with the deductions made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attach.

NOTED
LLOYD P. SHAW

RECEIVED
DEC 13 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original to Young with attachments
12-14-62

NOTED
R. L. PORTER

11-13-61

RECEIVED
.V 15 1961 49

FOR FILING

Monthly transaction number	Fo R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Umatilla County
		Project number F-170(14)

F-170(14)
5-29-73

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 20, 19 61, is hereby modified as follows:

Revised estimated total cost of project $ 662,996.00

Revised Federal funds $ 418,438.00

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13 day of November, 1961.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By ______
______
(Title)

By ______
______
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By C. G. Polk
Division Engineer

By: R. C. Wright
Administrative Manager

USComm-DC 11170

November 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the N. Unit, Weston-Milton-Freewater Section, Project Number F-170(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

Contract 5495 2-21-61

RECEIVED
MAR 22 1961
FOR FILING

Monthly Transaction No.	Form [illegible]-2 (9-1[illegible]7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]te **Oregon**
Project Report No. F-170 9 (14)	**FEDERAL-AID PROJECT AGREEMENT**	County **Umatilla**
5495		Project No. **F-170(14)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From Blue Mountain Station to Milton

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering	2-2-59	----
Rights-of-Way		
Construction	4-17-59	5.1
Other (*Specify*)		

FUNDS

Estimated total cost of project $ 677,342	Federal funds $ 413,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By ______________________
State Highway Engineer
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: R. C. Wright
Administrative Manager

Date executed by Division Engineer February 20, 1961

USComm-DC 40257

January 13, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Unit, Weston-Milton-Freewater Section, Project No. F-170(14).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

HNG:jb

Oregon State Highway Department

Federal Aid
Project No. F-170(14)

NORTH UNIT, WESTON-MILTON-FREE-WATER SECTION
OF THE OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 13, 1961

Type Code P.E.

Preliminary Engineering	All Required		$ 5,000.00

Type Code 6201
Roadway (Sta. 1193+45.87 thru Equa. 1446+91.64 = 16+[illegible].46 to Sta. 31+00)
(Contract No. [illegible])

Clearing and Grubbing	All	Required		$ 5,000.00
Drainage Excavation, Unclassified	735	cu.yds.	$ 1.50	1,102.50
General Excavation, Unclassified	485,100	cu.yds.	0.42	203,742.00
Short Overhaul	1,716,300	yd.sta.	0.005	8,581.50
Long Overhaul	97,400	C-yd.stas.	0.30	29,220.00
Finishing Roadbed and Slopes	5.08	miles	500.00	2,540.00
Rounding Cutbanks	24,000	lin.ft.	0.10	2,400.00
36-inch Corrugated Metal Pipe, 8 Gage	260	lin.ft.	17.20	4,472.00
60-inch Corrugated Metal Pipe, 8 Gage	200	lin.ft.	30.70	6,140.00
18-inch Concrete Pipe	1,900	lin.ft.	4.00	7,600.00
Extra for Pipe Under Pavement	24	lin.ft.	7.00	168.00
Class "A" Concrete in Box Culvert	580	cu.yds.	45.00	26,100.00
Metal Reinforcement in Box Culvert	113,800	lbs.	0.12	13,656.00
Metal Guard Rail	6,570	lin.ft.	2.33	15,308.10
White Guide Posts, Double Reflector	160	only	4.50	720.00
Coarse Crushed Material in Base	60,300	tons	1.15	69,345.00
3/4" - 0 Material in Base	16,100	tons	1.25	20,125.00
Sprinkling	2,000	M-gals.	3.00	6,000.00
Preparation of Base	5.08	miles	100.00	508.00
3/4" - 0 Material in Binder Course	810	cu.yds.	2.75	2,227.50
Furnishing and Placing Aggregates	2,090	cu.yds.	2.85	5,956.50
MC-2 Asphalt	130	tons	47.00	6,110.00
120-150 Asphalt	160	tons	44.00	7,040.00
RS-1 Asphalt	60	tons	44.00	2,640.00
Extra For Oiling Approaches	10	only	20.00	200.00
Asphaltic Concrete Mixture	18,950	tons	3.55	67,272.50
85-100 Asphalt in Mixture	1,130	tons	36.50	41,245.00
Extra For Paving Approaches	7	only	30.00	210.00
Asphaltic Concrete Traffic Markers	260	lin.ft.	1.00	260.00
				$555,809.60

Seeding and Mulching	All Required	$ 7,000.00
Flagging (57½% of Contractor's Cost)	All Required	500.00
Signing (Permanent)	All Required	6,000.00
Work by Pacific Northwest Pipeline Co.	All Required	5,100.00
Work by Pacific Power & Light Co.	All Required	500.00
Work by Pacific Tel. & Tel. Co.	All Required	3,800.00
	Subtotal	$578,789.60
	10% Engr. & Cont.	57,878.40
	Total	$636,668.00

Type Code X028
Dry Creek Box Culvert (Sta. 1205+10 to Sta. 1205+36)(Contract No. 3495)

Drainage Excavation, Unclassified	165 cu.yds.	$ 1.50	$ 247.50
Class "A" Concrete in Box Culverts	460 cu.yds.	45.00	20,700.00
Metal Reinforcement in Box Culverts	95,700 lbs.	0.12	11,484.00
	Subtotal		$ 32,431.50
	10% Engr. & Cont.		3,242.50
	Total		$ 35,674.00

Length of Roadway - - - - - - - - - - - - 5.072 Miles
Length of Structure - - - - - - - - - - - 0.005 Mile
Total Length- - - - - - - - - - - - - - - 5.077 Miles
Cost of Roadway Per Mile- - - - - - - - $702.66

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,000.00	$ 2,000.00
Roadway	636,668.00	390,000.00	246,668.00
Structure	35,674.00	20,000.00	15,674.00
	$677,342.00	$413,000.00	$264,342.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds For Maint.: Chap. 529, Laws 1939.

N. UNIT, WESTON-MILTON-FREEWATER SECTION

PROJECT NO. F-170(14)

Estimated cost of work by the Pacific Northwest Pipeline Co.

Labor		$2,550.00
Materials		1,215.00
Equipment		1,121.55
Right of Way Permit		250.00
		$5,136.00
	Use	$5,100.00

Estimated cost of work by the Pacific Telephone and Telegraph Co.

Labor		$2,245.00	
Materials		1,720.00	
Equipment		580.00	
Salvage Credit		715.00	Cr.
		$3,830.00	
	Use	$3,800.00	

Estimated cost of work by the Pacific Power and Light Co.

Equipment		$ 21.80	
Labor		205.00	
Materials		176.08	
Miscellaneous		161.12	
Salvage Credit		51.14	Cr.
		$ 512.86	
	Use	$ 500.00	

14

Oregon State Highway Department

Federal Aid
Project No. F-170(14)

NORTH UNIT, WESTON - MILTON-FREEWATER SECTION OF THE OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, April 13, 1959

Type Code P. E.

Preliminary Engineering	All	Required	$	$ 5,000.00

Type Code 6201
Roadway (Sta. 1193+45.87 Thru Equa. 1446+91.64=16+44.46 to Sta. 31+00)

Clearing and Grubbing	All	Required	$	$ 2,500.00
Drainage Excavation, Unclassified	735	cu. yds.	3.00	2,205.00
General Excavation, Unclassified	485,100	cu. yds.	0.50	242,550.00
Short Overhaul	1,716,300	yd. sta.	0.01	17,163.00
Long Overhaul	97,400	C-yd.sta.	0.50	48,700.00
Finishing Roadbed and Slopes	5.08	miles	1,000.00	5,080.00
Rounding Cutbanks	24,000	lin. ft.	0.20	4,800.00
36-inch Corrugated Metal Pipe, 8 Ga.	260	lin. ft.	15.50	4,030.00
60-inch Corrugated Metal Pipe, 8 Ga.	200	lin. ft.	32.00	6,400.00
18-inch Concrete Pipe	1,900	lin. ft.	4.50	8,550.00
Extra for Pipe Under Pavement	24	lin. ft.	3.00	72.00
Class "A" Concrete in Box Culvert	580	cu. yds.	60.00	34,800.00
Metal Reinforcement in Box Culvert	113,800	lbs.	0.14	15,932.00
Metal Guard Rail	6,570	lin. ft.	3.00	19,710.00
White Guide Posts, Double Reflector	160	only	5.00	800.00
Coarse Crushed Material in Base	60,300	tons	1.40	84,420.00
3/4" - 0 Material in Base	16,100	tons	1.50	24,150.00
Sprinkling	2,000	M-gal.	3.00	6,000.00
Preparation of Base	5.08	miles	250.00	1,270.00
3/4" - 0 Material in Binder Course	810	cu. yds.	3.75	3,037.50
Furnishing and Placing Aggregates	2,090	cu. yds.	3.75	7,837.50
MC-2 Asphalt	130	tons	52.00	6,760.00
120-150 Asphalt	160	tons	50.00	8,000.00
RS-1 Asphalt	60	tons	52.00	3,120.00
Extra for Oiling Approaches	10	only	30.00	300.00
Asphaltic Concrete Mixture	18,950	tons	3.50	66,325.00
85-100 Asphalt in Mixture	1,130	tons	40.00	45,200.00
Extra for Paving Approaches	7	only	30.00	210.00
Asphaltic Concrete Traffic Markers	260	lin. ft.	1.00	260.00
				$670,182.00
Seeding and Mulching	All	Required		7,000.00
Flagging (57½% of Contractor's Cost)	All	Required		500.00
Signing (Permanent)	All	Required		6,000.00
Work by Pacific Northwest Pipeline Co.	All	Required		1,000.00
Work by Pacific Power & Light Co.	All	Required		500.00
Work by Pacific Tel. & Tel. Co.	All	Required		100.00
	Subtotal			$685,282.00
	10% Engr. & Cont.			68,528.20
		Total		$753,810.20

Type Code X028
Dry Creek Box Culvert (Sta. 1205+10 to Sta. 1205+36)

Drainage Excavation, Unclassified	165 cu. yds.	$3.00	$ 495.00
Class "A" Concrete in Box Culverts	460 cu. yds.	60.00	27,600.00
Metal Reinforcement in Box Culverts	95,700 lbs.	0.14	13,398.00
	Subtotal		$ 41,493.00
	10% Engr. & Cont.		4,149.30
	Total		$ 45,642.30

Length of Roadway - - - - - - - -	5.072 Miles
Length of Structure - - - - - - -	0.005 Mile
Total Length- - - - - - - - - - -	5.077 Miles
Cost of Roadway Per Mile- - - -	$148,621.88

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 5,000.00	$ 3,000.00	$ 2,000.00
Roadway	753,810.20	466,000.00	287,810.20
Structure	45,642.30	28,000.00	17,642.30
	$804,452.50	$497,000.00	$307,452.50

RECEIVED
JUL 27 1961
FOR FILING

F-170([illegible])

5495

Salem, Oregon
July 26, 1961

North Unit
Weston-Milton Section
Oregon-Washington Highway
Umatilla County

Mr. R. L. Porter

Herewith copy of a letter from the Union Pacific Railroad Company having to do with their billing for cost of engineering, watchmen and flagmen on the above project.

Bills were sent to you with my letter of May 8, 1961.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:as

cc to: Mr. C. H. Maison

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

JULY 25, 1961

(Ref. File - D 315 - 2 - 87)

Mr. G. S. Paxson,
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

Under date of May 4th, wrote you as follows:

> "Referring to previous correspondence in connection with North Unit, Weston, Milton-Freeway Section of the Oregon-Washington Highway in Umatilla County:
>
> Herewith in quadruplicate is Railroad's bill No. 899514 in amount of $1893.93 covering cost for furnishing engineering, inspection, watchman and flagging service in connection with relocation of highway at Railroad's M. P. 25.70 near Blue Mountain, Oregon. If satisfactory, will you please place in line for payment?"

We have been advised by our Auditor that State of Oregon has requested information as to the Railroad agreement number covering this billing. Agreement covering construction of this section of highway was executed by the State of Oregon Highway Commission and returned to me with Mr. Lindas' letter of June 12. The agreement has not yet been assigned a number but is dated May 26, 1961 and is now before our Management for execution.

Hoping this will be sufficient information for approving bill furnished you with my letter of May 4th.

Yours very truly,

G. H. Baker

G. H. Baker
Superintendent

RECEIVED
JUL 26 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 21 1961

FOR FILING

5495

July 21, 1961

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to C. R. O'Neil on contract #5495 for grading-paving the North Unit of the Weston-Milton Freewater Section of the Oregon-Washington Highway in Umatilla County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $594,165.38, including the post-final payment of $4,941.5[illegible]. Of the total, $5,821.31 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
Bond Department
320 California Street
San Francisco 4, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

cc: Mr. C. R. O'Neil

RECEIVED
JUN 28 1961
FOR FILING

5495

Salem, Oregon
June 27, 1961

E. Unit, Weston—Milton-Freewater
Oregon-Washington Highway
Umatilla County, Contract No. 5495

Mr. Carl Smith
Claims Supervisor
OFFICE

Please prepare Post-Final Voucher No. 16 on the subject contract to reimburse the contractor, C. E. O'Neill, the excess retained to cover railroad flagging costs.

U.P.R.R. Bill No. 899514 has been received and audited by the Accounting Division. The amount chargeable to the contractor is determined to be $403.83. The balance due the contractor is $1,196.17. The amount of $1,600.00 was retained on Estimate No. 15-Final to cover railroad flagging costs.

Statements supporting the $403.83 charges will be prepared by Mr. C. H. Maison, Auditor, for attachment to the voucher.

D. B. Parton
Contract Payments Engineer

Forrest Cooper

RECEIVED
JUN 5 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

F-190 (14)

5495

June 2, 1961

C. R. O'Neil
General Contractor
Route 2, Box 95
Creswell, Oregon

COPY

Re: North Unit, Weston-Milton Freewater
Claim for Extra Compensation
Item #6 Finishing Roadbeds & Slopes
Contract #5495

Dear Mr. O'Neil:

Your letter of December 5, directed to Mr. A. F. Parson, Division Engineer, relative to a claim for extra compensation on Item No. 6 - finishing roadbeds and slopes on Contract #5495, was directed to the Construction Department and later referred to me for answer.

Our Construction Engineer has gone over your claim in detail and we must reject the same.

However, purely as a matter of compromise, and in an effort to reach an amicable settlement of this matter, we are willing to recommend to the Oregon State Highway Commission the payment to you of $3,745.32 as full and complete settlement of all of your claims on the above project.

If this meets with your approval, I would appreciate it if you would execute the enclosed price agreement and return the same to this Department.

Very truly yours,

NOTED

L. I. LINDAS
Chief Counsel

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

LIL:bp
cc: W. C. Williams
Forrest Cooper ✓
Tom Edwards

RECEIVED
MAY 10 1961

FOR FILING

F-170 (14)

5495

Salem, Oregon
May 10, 1961

Mr. J. W. DeSouza

Herewith three copies of a proposed agreement between the Union Pacific Railroad Company and the State covering encroachments on the North Unit of the Weston-Milton Section of the Oregon-Washington Highway in Umatilla County.

These have been checked by the Right of Way Division and by the Construction Division and have their approval. If you find nothing objectionable in them, please have them executed by Umatilla County and by the Highway Commission and then returned to the Railroad for completion.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

MAY 4, 1961

Ref. File: D 315-2-87

Mr. G. S. Paxson,
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Paxson:

Referring to previous correspondence in connection with North Unit, Weston, Milton-Freewater Section of Oregon-Washington Highway in Umatilla County:

Herewith in triplicate proposed easement and construction agreement for encroachment and work near Blue Mountain, Oregon, along Railroads' Pendleton Branch in Umatilla County. Under Section 10 agreement is made effective June 1, 1959 which was the date State was granted right of entry. Date of agreement on page 1 should be filled in by the State when agreement is signed.

If satisfactory will you please have document executed by the Highway Commission and also by County of Umatilla, returning all three counterparts, after which they will be signed by the Railroad Companies and two fully-executed copies returned, one for the State and the other for the County.

Yours very truly,

G H Baker

G. H. Baker,
Superintendent

encs. (3)

RECEIVED

RECEIVED
1961
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1961
FOR FILING

FORM E-30 50M 7-60 29398

F-170 (14)

5495

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1961

SUBJECT: File No. 29225
Union Pacific Railroad Company
Weston-Milton Section
Oregon-Washington Highway
Umatilla County

To:
Mr. G. S. Paxson
Assistant State Highway Engineer

Office

I believe we have previously forwarded an estimate of value of the 1.74 acres in easements under this file. Our best estimate would indicate a true value of $50.

Normally, we consider $50 to $100 as a minimum payment for any property right of any nature, since this is sufficient to cover cost of preparation of instruments, et cetera. We regard a payment of $400 to be out of line with property values, but offer no objection.

It is, undoubtedly, not necessary for the matter of payment to appear on our Right of Way Resolution, since it will be pointed out in presenting the Agreement to the Commission for signature. We shall be glad to handle it by Right of Way Resolution, should you think best.

Relative to the railroad crossing rights retained by George W. Staggs and Martha A. Staggs, it is the opinion of our Title Attorney that we need not clear this encumbrance. We concur in this opinion, inasmuch as we have acquired from these owners a right of way immediately adjoining the Union Pacific Railroad and have control of access as a feature of the right of way agreement.

We return the copy of the Agreement which was forwarded with your letter of May 8.

L. I. Lindas
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

RECEIVED
1961
STATE HIGHWAY ENGINEER

WTW:zg
Attachment
cc Mr. L. I. Lindas

RECEIVED
MAY 10 1961
FOR FILING
F-170(14)
5495

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1961

SUBJECT: Railroad Agreement
North Unit, Weston-Milton Section
Oregon-Washington Highway

To:
Mr. G. S. Paxson
Assistant State Highway Engineer
OFFICE

With reference to your letter of May 8, I wish to advise that we have complied with the terms of the proposed agreement in our construction work.

The railroad culvert has been extended as per Subsection C-1, Page 4. Backfilling of the tunnel under the railroad has been accomplished under railroad inspection.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

RECEIVED
MAY [illegible] 1961
STATE HIGHWAY ENGINEER
NOTED

RECEIVED
MAY 9 1961
FOR FILING
F-170(14)
5495

Salem, Oregon
May 8, 1961

Mr. R. L. Porter

Herewith billing on the North Unit of the Weston-Milton Section of the Oregon-Washington Highway. I have just received the Union Pacific agreement for this section, and it will not be approved by the Commission until its meeting on May 26.

While we can check these as to reimbursement and probably use them as a basis for the final estimate to the contractor, I doubt that we have authority to pay until we have the completed agreement in our hands.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
MAY 9 1961
FOR FILING

F-170(14)
5495

Salem, Oregon
May 8, 1961

Mr. Tom Edwards
Mr. Walter T. Wright

Railroad Agreement
North Unit
Weston-Milton Section
Umatilla County

I have received the agreement from the Union Pacific Company covering the North Unit of the Weston-Milton Section of the Oregon-Washington Highway in Umatilla County. This covers work completed some time ago. Before passing this on to the Highway Commission for signature, I would appreciate having clearance from Mr. Wright as follows:

In Subsection (b) of Section 1 on page 2, we are required to pay the Railroad $400.00 as a consideration for the easement granted.

In Subsection (e) of Section 1 on page 3, we take these easements encumbered by rights which George W. Staggs and Martha A Staggs have for a crossing of the Union Pacific railroad. Has this been cleared up or do we need to clear it up?

I would like a check by Mr. Edwards as to whether we have complied with Subsection (c) (1) on page 4 concerning the extension of the Railroad's culvert, and also in Subsection (c) (2) for the backfilling of the tunnel under the railroad to the satisfaction of the Railroad.

When you have completed this, please return the copy of the agreement to me for further handling.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
OCT 25 1961
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1961

SUBJECT: North Unit, Weston-Milton-Freewater

To:
Mr. Leonard Lindas
Chief Counsel
OFFICE

For the past several months, we have been negotiating a claim in the amount of $9,765.05 on this project. The claim is basically against Item No. 6, Finishing Roadbed and Slopes, and a copy of the letter from the contractor setting forth his stand is enclosed.

Our information leads us to the conclusion that the contractor's allegations are, in part, valid. He is correct about the "double finishing" operation. The engineer required him to finish the sub-subgrade to blue tops prior to placing the selected subgrade material. The value of this amounts to $948.00.

We believe also that the contractor was required to do work above what would normally be anticipated in connection with the construction of the selected subgrade course itself. The material used as selected material was an extremely hard dice rock which came out of the cuts in 3 to 8 inch size. He attempted to consolidate this dice rock with hauling vehicles and tractors, but was completely unsuccessful. In accordance with good construction practices, our engineer would not allow the contractor to "tie" the material up with dirt.

The contractor finally elected to bring in a grid roller and through long and continued use of same, reduced the size of the dice rock to such an extent that it produced a dense, well compacted select course. We have analyzed this grid rolling operation, starting with the assumption that the normal requirement in such cases would consist of 4 coverages. This assumption has been proved "normal" on several other projects throughout the state. We also have information concerning grid roller speed and information substantiating hours of grid roller time used. From these criteria, it is a simple matter to compute the costs above normal that the contractor incurred. They amount to $2,797.32.

Officials of the Bureau of Public Roads have been contacted and asked to participate in paying the contractor the sum of these items for settlement of his claim in full. They have stated that they would participate in the $948.00 portion, but not the $2,797.32 portion.

Nevertheless, we believe that the contractor is entitled to the total $3,745.32 and recommend that you direct a letter to Mr. O'Neil offering to recommend payment of this compromise amount in settlement of all claims on the project.

A price agreement in this amount is enclosed for your convenience.

Tom Edwards
Construction Engineer

By
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

cc Forrest Cooper
R. L. Porter
A. F. Parson

RECEIVED
APR 21 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 13 1961
FOR FILING

F-170 (14)

5495

Files

Weston Oregon
April 10 1961

Mr. J.C. Compton
McMinnville Oregon

Dear Sir:

On February 18 1961 I sent you a statement in the amount of $124.00 which included services rendered to make it possible that your truck driver obtain water for grading and oiling six miles of highway south of Milton.

If payment is not received within 15 days from date of notice it will be necessary to turn the account over for collection.

Contract #5495

Yours Truly,

James Beamer
Weston Oregon.

✓ cc: State HWY Dept.
cc: C.R. O'neal.

NOTED
FLOYD QUERY

Cec, do we have notice of this claim?
FQ

NOTED
C. W. HEAD

RECEIVED
APR 11 1961
OREGON
STATE HIGHWAY COMMISSION

Floyd—
Contract #5495
Yes, filed with Sec of St
Feb. 10, 1961. Two claims
$24.00 and $66.00.
CFcH.

RECEIVED
MAR 3 1961
FOR FILING
F-170 (14)
5495

2/18/61

Mr. J.C.Compton
McMinnville Oregon.

Dear Sir;

Contract #5495

I am very sorry about the misunderstanding, it is not my fault if you hire irresponsible men. Another man was present when the agreement was consummated, and will be available if needed . I will estimate the amoun of water hauled during the three months of grading and oiling.

The total cost of removing the fence , later to be rebuilt , grading , water , loss of pasture of my stock, and the inconvenience caused by stray stock when the fence was down , to be 124.00. there for I am returning the check because it does not cover the agreement.

Yours Truly,

James Beamer

James Beamer
Weston Oregon.

cc; State HWY. Dept.
cc; C.R. O'Neal.

NOTED
C. W. HEAD

RECEIVED
FEB 21 1961
OREGON
STATE HIGHWAY COMMISSION

T

RECEIVED
FEB 17 1961
FOR FILING

F-770 (14)
5495

February 16, 1961

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

We have received notification, dated February 10, from the Secretary of State informing us that the claims of James Beamer, Weston, in the amounts of $24.00 and $66.00 against C. R. O'Neil in connection with State Highway Contract #5495, has now been filed in his office.

The Secretary of State has assigned File No. 3776 to the $24.00 claim, and File No. 3777 to the $66.00 claim.

Descriptions of these claims were outlined to you in our letters of February 8.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc:
Great American Insurance Company
Bond Department
320 California Street
San Francisco 26, Calif.

NOTED ON CARD

Great American Insurance Company
Portland Service Office
407 Failing Building
Portland 4, Oregon

CWH:fp

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, Chairman
Portland
KENNETH N. FRIDLEY, Member
Wasco
GLENN L. JACKSON, Member
Medford

Floyd Query, Secretary
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 8, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. G. C. Stephens

Dear Sir:

Attached is copy of a claim letter for filing, received from James Beamer, Weston, for an approach road in the amount of $24.00 plus cost of furnishing of water to J. C. Compton Co., subcontractor to C. R. O'Neil.

This appears to be in connection with our Contract No. 5495 with C. R. O'Neil for grading and paving the North Unit, Weston-Milton-Freewater Section on the Oregon-Washington Highway in Umatilla County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

File #3776

FILED
FEB 10 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
[illegible] 1961
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
FEB 10 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

FORM E-123-X 90M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

February 8, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim letter for filing in the amount of $66.00, received from James Beamer, Weston, for expense in removing rocks and boulders and damage done to the roof of a machine shed.

This appears to be in connection with State Highway Contract No. 5495 with C. R. O'Neil for grading and paving the North Unit, Weston-Milton-Freewater Section on the Oregon-Washington Highway in Umatilla County.

Please acknowledge receipt of this claim on the copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

File # 3777

FILED
FEB 10 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTED
C. W. HEAD

RECEIVED
[illegible] 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 16 1961

COPY TO ______________________
FOR FILING

F-170 (14)

5495

Great American
Insurance Company
New York
Incorporated 1872

February 15, 1961

J. C. Compton Co.
Box 86,
McMinnville, Oregon

Gentlemen:

We have received a photo copy of a letter addressed to you by one James Beamer apparently residing at Weston, Oregon in connection with the execution of a contract with the State Highway Commission in which you appeared as a sub-contractor and our insured, C. R. O'Neil, was the prime contractor. This was Contract No. 5495 and was in connection with the grading and paving of the North Unit of the Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County.

We assume that you have or will undertake to discharge any obligation that you have toward Mr. Beamer for the purchase of water from him and for the grading of an access approach. Will you please advise us whether or not you have satisfied Mr. Beamer?

Very truly yours,

W. H Gardner
Claims Supervisor

WHG/mb

RECEIVED
FEB 16 1961
OREGON
STATE HIGHWAY COMMISSION

PAC. 385

RECEIVED
FEB 9 1961
FOR FILING

F-170 (14)

5495

February 8, 1961

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

Copy of an undated claim letter was received today from Mr. James Beamer, Weston, advising that J. C. Compton Co., subcontractor to C. R. O'Neil, owes him for the expense of an approach road, in the amount of $24.00, plus cost of water received. This appears to be in connection with State Highway Contract No. 5495 with C. R. O'Neil for grading and paving the North Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County.

This claim letter has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Great American Insurance Company
Bond Department
320 California St.
San Francisco 26, Calif.

Great American Insurance Company
Portland Service Office
407 Failing Building
Portland 4, Oregon

C. R. O'Neil
P. O. Box 95
Creswell, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

CWH:fp

RECEIVED
FEB 9 1961
FOR FILING

F-170 (14)

5495

February 8, 1961

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

A claim letter dated January 30, 1961, has been received from Mr. James Beamer, Weston, advising that C. R. O'Neil owes him $66.00 for the removal of rocks and boulders and damage done to the roof of a machine shed. This appears to be in connection with State Highway Contract No. 5495 with C. R. O'Neil for grading and paving the North Unit, Weston-Milton-Freewater Section on the Oregon-Washington Highway in Umatilla County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Great American Insurance Company
Bond Department
320 California St.
San Francisco 26, Calif.

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD
dc

Great American Insurance Company
Portland Service Office
407 Failing Building
Portland 4, Oregon

C. R. O'Neil
P. O. Box 95
Creswell, Oregon

CWH:fp

RECEIVED
FEB 9 1961
FOR FILING

F-170 (14)
5495

February 8, 1961

Mr. James Beamer
Weston, Oregon

Dear Sir:

This is to acknowledge receipt of copy of your claim letter dated January 30, addressed to Mr. C. R. O'Neil, informing him of your claim in the amount of $66.00 for expense in removing rocks and boulders from your field and damage done to the roof of a machine shed. This appears to be in connection with our Contract No. 5495 with C. R. O'Neil for grading and paving the North Unit, Weston-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County.

The Great American Insurance Company, through Well-Reed Insurance, 412 Failing Bldg., Portland 4, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

So that there will be no misinterpretation of the law, we are forwarding your claim letter to the Secretary of State for filing. In the meantime, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

RECEIVED
FEB 9 1961
FOR FILING

F-170 (14)
5495

February 8, 1961

Mr. James Beamer
Weston
Oregon

Dear Sir:

This is to acknowledge receipt of copy of your recent claim letter addressed to J. C. Compton Co., informing them of your claim for the expense of an approach road in the amount of $24.00 plus cost of the water received. This appears to be in connection with our Contract No. 5495 with C. R. O'Neil, principal contractor, to whom J. C. Compton Co. was a subcontractor. This project was for grading and paving the North Unit, Weston-Milton-Freewater Section on the Oregon-Washington Highway in Umatilla County.

The Great American Insurance Company, through Wells-Reed Insurance, 412 Failing Building, Portland 4, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

So that there will be no misinterpretation of the law, we are forwarding this claim letter to the Secretary of State for filing. In the interim, this information will be noted in our records and we will advise the surety and the contractor that ithas been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

File R-29146

J.C. Compton Co.
P.O. Box 86 .
Mc Minnville Oregon.

Contract #5495

Mr Compton
Dearb6ir ;

Please consider this letter a claim for expense and water furnished while you were grading and oiling the Weston- Milton section of the Oregon- Washington Highway . Your man driving water-tank came to me and stated he was authorized to negotiate for water to be used while grading and oiling the HWY, also stated that you or the foreman would okey the deal for the water and the expense to prepare an approach to the water,and he would keep a strict accounting of all water hauled.

Before the work was completed this was replaced by ane another man, and he stated that he knew nothing of the deal. Evidently this mater was never brought to your attention.

The following is the expense of the approach, Cat and blade -3hrs x 8.00 per hr. or 24.00 plus the water you received .

Yours Truly

c.c. C.R. O'Neil
c.c. State H W Y Department

James Beamer
Weston Oregon.

RECEIVED
FEB - 7 1961
OREGON
STATE HIGHWAY COMMISSION

North Unit, Weston-
Milton-Freewater Sectn
Oregon-Washington Hwy.
Umatilla County

RECEIVED
FEB 9 1961
FOR FILING

F-170(14)

5495

February 8, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. G. C. Stephens

Dear Sir:

Attached is copy of a claim letter for filing, received from James Beamer, Weston, for an approach road in the amount of $24.00 plus cost of furnishing of water to J. C. Compton Co., subcontractor to C. R. O'Neil.

This appears to be in connection with our Contract No. 5495 with C. R. O'Neil for grading and paving the North Unit, Weston-Milton-Freewater Section on the Oregon-Washington Highway in Umatilla County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD

RECEIVED
FEB 9 1961
FOR FILING

F-170 (14)

5495

7

February 8, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached is a claim letter for filing in the amount of $66.00, received from James Beamer, Weston, for expense in removing rocks and boulders and damage done to the roof of a machine shed.

This appears to be in connection with State Highway Contract No. 5495 with C. R. O'Neil for grading and paving the North Unit, Weston-Milton-Freewater Section on the Oregon-Washington Highway in Umatilla County.

Please acknowledge receipt of this claim on the copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD
dc

Weston Oregon
Jan. 30 1961

File R-29146
Contract #5495

Mr. C.R. O'Neil
Creswell, Oregon
Mr. O'Neil
Dear Sir:

Please consider this letter a claim for damage and expense for removing rocks and boulders from our field and damage done to the roof of a machine shed.

This matter was called to the attention of your foreman, he agreed to exchange some work, he would do some dynamiting for me , and I would remove the rocks and boulders. The foreman moved away without fulfilling his part of the work, and it cost me the following to remove the rocks and boulders.

Cat and blade, pushing the boulders away	4 hrs. at $8:00	$32:00
Cat and cart to haul rocks away,	3 hrs. at $8:00	$24:00
To repare foof		$10:00
		66.00

Yours Truly,

cc State Highway Dept. James Beamer

North Unit, Weston-
Milton-Freewater Section
Oregon-Washington Hwy.
Umatilla County

RECEIVED
FEB - 7 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 10 1961
FOR G

W. C. Williams

OTED
W. C. WILLIAMS

January 30, 1961 T

N. Unit, Weston-Milton-Freewater
Contract No. 5495

FINAL COST ANALYSIS
Grading and Paving
Contractor: C.R. O'Neil
Resident Engineer: C.C. McKinney

Oregon-Washington Highway
Prefix No. 30-1074

F-170 (14)
5495

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All	Lump	5,000.00	1,716.10	1,716.10	5,000.00
Drainage Excav., Unclass.	1,462.40	Cu.Yd.	1.50	1.30	1,904.66	2,193.60
General Excav., Unclass.	464,463.30	Cu.Yd.	0.42	0.47	220,633.39	195,074.59
Short Overhaul	1,533,793.60	Yd.Sta.	0.005	0.006	8,498.67	7,668.97
Long Overhaul	74,881.60	C-Yd.Sta.	0.30	0.332	24,894.97	22,464.48
Finish R.B. & Slopes	5.08	Mile	500.00	554.09	2,814.80	2,540.00
Rounding Cutbanks	25,331.00	Lin.Ft.	0.10	0.11	2,807.15	2,533.10
36" Corr.Mtl.Pipe, 8 Ga.	288	Lin.Ft.	17.20	15.83	4,559.05	4,953.60
60" Corr.Mtl.Pipe	182	Lin.Ft.	30.70	28.19	5,132.11	5,587.40
18" Concrete Pipe	2,157	Lin.Ft.	4.00	3.23	6,956.81	8,628.00
****Cl.A Concrete in Box Culv.	1,018.24	Cu.Yd.	45.00	45.44	46,278.22	45,820.80
****Mtl.Reinf.in Box Culvert	208,196	Lb.	0.12	0.121	25,233.35	24,983.52
***Metal Guardrail	6,044	Lin.Ft.	2.33	2.37	14,358.14	14,082.52
***White Guideposts, Dbl.Reflec.	186	Only	4.50	4.56	850.76	837.00
**Coarse Cr.Mat'l in Base	64,109.46	Ton	1.15	1.20	77,293.36	73,725.88
**3/4"-0 Mat'l in Base	19,101	Ton	1.25	1.20	23,029.06	23,876.25
*&**Sprinkling	4,453.23	M-Gal.	3.00	2.35	10,468.88	13,359.69
*Preparation of Base	5.08	Mile	100.00	72.61	368.85	508.00
*&**3/4"-0 Mat'l in Binder Crse.	806	Cu.Yd.	2.75	2.96	2,387.93	2,216.50
*&**Furnish & Place Aggregate	2,228	Cu.Yd.	2.85	2.44	5,445.64	6,349.80
*MC-2 Asphalt	137.32	Ton	47.00	39.59	5,437.37	6,454.04
*120-150 Asphalt	163.33	Ton	44.00	37.97	6,202.74	7,186.52
*RS-1 Asphalt	50.96	Ton	44.00	39.84	2,030.77	2,242.24

FINAL COST ANALYSIS - Contract No. 5495
N. Unit, Weston-Milton-Freewater

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Extra for Oiling Approaches	16	Only	20.00	10.16	161.64	320.00
*&**Asphaltic Conc. Mixture	18,323.95	Ton	3.55	3.29	60,321.97	65,050.02
*85-100 Asphalt	1,006.05	Ton	36.50	36.17	36,392.12	36,720.83
*Extra for Paving Approaches	2	Only	30.00	25.25	50.51	60.00
PA#2 Cement Adj. favor Contractor	17	Bbl.	4.60	4.64	78.98	78.20
PA#3 Purch. excess 18" Conc. Pipe	51	Lin. Ft.	2.54	2.61	133.43	129.54
**PA#4Purch. excess Aggregate	3,866.40	Cu. Yd.	1.00	1.15	4,459.80	3,866.40
Screen Rejects on Road	1,426.	Cu. Yd.	0.25	0.25	356.50	356.50
Haul Screen Rejects on Road	1,121.50	Yd. Mi.	0.12	0.12	134.58	134.58
Force Account (Labor & Equipment)					4,546.10	5,097.49
*Force Account (State Participation in Flagging)					723.82	723.82
Less Amount retained for Railroad Flagging Bill						-1,600.00
					$606,662.23	$589,223.88

	Gross Revenue	Total Cost	Net Profit	Net Loss	% Profit	% Loss
C. R. O'Neil	356,049.99	379,825.68		23,775.69		6.67
J. C. Compton Co.	103,916.09	101,404.90	2,511.19		2.41	
Frank G. Baulne	129,257.80	125,431.65	3,826.15		2.96	
Total Project	$589,223.88	$606,662.23		$17,438.35		2.96%

Work done by others:

* J. C. Compton Co.
** Frank G. Baulne, Inc.
***Highway Protection Corporation
**** Johnson & Bryant

FINAL COST ANALYSIS - Contract No. 5495
Work done by C. R. O'Neil

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All	Lump	5,000.00	1,716.10	1,716.10	5,000.00
Drainage Excav., Unclass.	1,462.40	Cu. Yd.	1.50	1.30	1,904.66	2,193.60
General Excav., Unclass.	464,463.30	Cu. Yd.	0.42	0.47	220,633.37	195,074.39
Short Overhaul	1,533,793.60	Yd. Sta.	0.005	0.006	8,498.69	7,668.97
Long Overhaul	74,881.60	C-Yd. Sta.	0.30	0.332	24,894.97	22,464.48
Finish R.B. & Slopes	5.08	Mile	500.00	554.09	2,814.80	2,540.00
Rounding Cutbanks	25,331	Lin. Ft.	0.10	0.11	2,807.15	2,533.10
36" Corr. Metal Pipe, 8Ga.	288	Lin. Ft.	17.20	15.83	4,559.05	4,953.60
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18" Concrete Pipe	2,157	Lin. Ft.	4.00	3.23	6,956.81	8,628.00
**Cl. A Conc. in Box Culvert	1,018.24	Cu. Yd.	45.00	45.44	46,278.22	45,820.80
**Metal Reinf. in Box Culvert	208,196	Lbs.	0.12	0.121	25,233.35	24,983.52
*Metal Guard rail	6,044	Lin. Ft.	2.33	2.37	14,358.14	14,082.52
*White Guide Posts, Dbl. Reflec.	186	Only	4.50	4.56	850.76	837.00
3/4"-0 Mat'l in Base						70.00
Sprinkling	2,347.88	M-Gal.	3.00	2.19	5,137.82	7,752.51
Asphaltic Conc. Mixture						1,156.95
PA#2 Cement Adj. favor Contr.	17	Bbl.	4.60	4.64	78.98	78.20
PA#3 Purch. 18" Conc. Pipe	51	Lin. Ft.	2.54	2.61	133.43	129.54
Screen Rejects on Road	1,426.00	Cu. Yd.	0.25	0.25	356.50	356.50
Haul Screen Rejects on Road	1,121.50	Yd. Mi.	0.12	0.12	134.58	134.58
Force Account (State participation in Flagging)					506.64	506.64
Force Account (Equipment and Labor)					4,546.10	5,097.49

FINAL COST ANALYSIS - Contract No. 5495
Work Done by C. R. O'Neil

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Share of Prorate added to Work done by Others					2,293.45	
Less amount retained to pay for Railroad Flagging						-1,600.00
					$379,825.68	$356,049.99

Gross Revenue	$ 356,049.99
Total Cost	379,825.68
Net Loss	$ 23,775.69

Net Loss equals 6.67% of Gross Revenue

Work done by others: * Highway Protection Corp.
** Johnson & Bryant

DETAIL OF COSTS - Contract No. 5495
C. R. O'Neil

Labor:				
Labor & Supervision (Includes Travel-Transportation)			$ 104,799.27	
Labor Insurance			7,822.40	
Health, Welfare and Pension			2,904.36	$ 115,526.03
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental, Owned			137,004.34	
Equipment Rental, Hired without Operator			342.80	
Gas, Oil and Grease			10,466.48	
Bond			829.10	
Drill Steel and Explosives			5,872.42	
Home Office and General Overhead			5,171.80	
Move In			1,727.38	
Small Tools and Miscellaneous Supplies			1,200.00	162,614.32
Materials:				
Miscellaneous Materials in Force Account			1,554.39	
36" C.M.P., 8 Gauge	288 Lin.Ft.	@ $13.75	3,960.00	
36" C.M.Bands	11 Only	@ $11.64	128.04	
60" C.M.P.	182 Lin.Ft.	@ $24.16	4,390.78	
60" C.M.Bands	7 Only	@ $34.54	241.78	
18" Concrete Pipe	2,208 Lin.Ft.	@ $2.54	5,608.32	
Guardrail, Incl.Bolts & Posts	6,044 Lin.Ft.	@ $1.11	6,739.80	
Sight Posts, White, Dbl.Reflec.	186 Only	@ $1.45	269.70	22,892.81
Work done by others:				
Highway Protection Corp.			7,910.02	
Johnson & Bryant			70,882.50	78,792.52
			TOTAL COST	$ 379,825.68

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 5432 Ends with: Contract # 5495

FLASH CARDS: Begin Each Contract

Remarks: # 5432 is continued from reel 93
5495 continues on reel 95

Reel No. 94 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 18 day of March 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm